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# China's Journal

ESTABLISHED 1845.

TO-DAY'S DOLLAR.—The  
closing rate of the dollar on  
demand, to-day was 1/5 1/16.

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## SPECULATION AND THRILLS AT GENEVA

### QUESTIONS THAT ARE BEING ASKED TO-DAY

#### APPREHENSION MANIFEST

#### DR. SZE'S LATEST DEMARCHE AND FURTHER ALLEGATIONS.

Paris, Yesterday.

The authorities are determined that nothing should be lacking to facilitate the business of the most momentous meeting in the history of the League next Monday. The French Army's cartographers are putting the finishing touches to a huge special map of Manchuria which is to hang in the famous Clock Room at the Quai D'Orsay, where the Council is to meet. This is the same room in which the Kellogg Pact was signed.

In addition, elaborate arrangements are being made within the deliberating chamber salon, and the after salon is being fitted up to give ample elbowroom to secretaries, experts, and journalists, while for the benefit of the waiting world new telephones are being installed, also a special telegraph office is to be opened.—Reuter.

Geneva, Yesterday. This has been a day of buzzing speculation terminating with two substantial thrills. Speculation has been mostly centred on the United States.

What did America say to Japan?

What did Japan reply? Was the American note so vigorous that M. Briand intervened to prevent publication?

Did it lag behind the other Powers in strength?

What is the significance of General Dawes' summons in relation to it?

This string of queries brought only conjectural replies, but very much more substantial fare in talk was provided this evening by Dr. Sze's latest demarche, which is taken to imply that the Japanese are making a definite bid for Tsing-Tsui-Har. It is understood that the Chinese delegation is making the strongest representations about it to the Council.

A later report of the optimism prevailing in Washington, however, drove the clouds from many faces.

Meanwhile, the Chinese delegation claims receipt of communications from Chinese communities throughout the world expressing determination to boycott Japanese goods.

Will the Council Only Mark Time?

As the date of the Council meeting approaches, some apprehensiveness is manifesting itself here regarding its outcome. Some observers are of the opinion that the Council will be inclined to mark time, for it is realised that public opinion in all countries is opposed to any course likely to lead to complications. An awkward situation, however, might arise, if Dr. Sze should raise the question of Articles XV and XVI which, it is felt here, will place the League in a difficult quandary.

Another Chinese Statement.

The Secretariat to-night published a Chinese statement detailing the massing of Japanese at the Nonni River bridge.

Another Chinese note declares that arms found on irregular attackers in Tientsin are definitely of Japanese make.

Urgent Chinese communications state that Japanese troops at Nonni Bridge have resumed their advance and are now twenty kilomètres on the road to Tsing-Tsui-Har. They are reported to have bombed and shelled Chinese troops who are now retiring.

General Dawes' Appointment.

The news that General Dawes is to be appointed to represent America is taken to indicate the importance the United States attaches to the meeting and to im-

## TORIES & TARIFFS

### CHURCHILL AND MANDATE.

#### THE TRIUMVIRATE

##### NOT THE SOLE JUDGES.

London, Yesterday.

Mr. Winston Churchill emerged as the virtual leader of the Conservative protectionists during the debate on the Address. He had an uproarious reception and was interrupted frequently by Conservative cheering. He defined his position as one of independence to the triumvirate—Mr. Baldwin, Mr. MacDonald, and Sir Herbert Samuel—but promised to assist Government with advice. Their attitude, he described as "discriminating benevolence." He hoped Government will be sensible about protection, as they had the fullest mandate for any measure of protection they chose. The triumvirate, he said, were not the sole judges. The nature of the mandate conferred by the country was sure and overwhelming. The wish and intention of the electorate was for an abandonment of the free trade institution for a general and scientific system of protection.

Mr. Winston Churchill had an uproarious reception when he made a speech in the House of Protection. He maintained that the country had given them a clear mandate to abandon Free Trade and replace it with a general and scientific system of Protection.

The Clock Room in the Quai D'Orsay in Paris, where the Kellogg Pact was signed, is being specially and elaborately fitted up for the most momentous meeting in the history of the League.

Speculation was rife in Geneva yesterday, and yesterday first reigned, but gave place later to more hopefulness.

For the moment, Tariffs have decided to refrain from embarrassing the Government. This is the outcome of a largely attended meeting of Conservative Commoners held to-day under the auspices of the Empire Industries' Association. The meeting empowered the chairman, Sir Page Croft, to request Government as soon as possible to declare its intention to take action regarding emergency precautions, also launch a permanent tariff policy.

A brief debate elicited further Conservative impatience; they are demanding a more definite programme for dealing with dumping.—Reuter.

## GALE RAGING IN THE CHANNEL

Rugby, Yesterday. The gale in the Channel continued with unabated force to-day, and the whole of the South Coast experienced very heavy weather. Rain of exceptional severity stopped the Armistice Service arranged to be held on the parade at Hastings.

The Service had to be abandoned finally, but it took place later in White Rock Pavilion. The wind reached a velocity of seventy miles an hour in some places. Heavy seas invaded the streets of several coast towns, and premises were flooded in Portsmouth and Folkestone. Coast roads are blocked by debris, and in the Isle of Wight, where concrete sea defences were blown down, masses of masonry were washed thirty yards. Shop fronts, sixty feet back from the sea, have been smashed. The worst of the storm struck the coast between Eastbourne and Folkestone.

The Thames at high tide to-day was again exceptionally high but it passed without causing damage.

Mr. Stimson declines to issue the text of the note, fearing that publication might embarrass the nations and serve to obstruct a peaceful solution of the problem.—Reuter's American Service.

Sir H. Samuel's Call to Disputants.

London, Yesterday. A call to China and Japan to cease fighting was uttered by the Home Secretary, Sir Herbert Samuel, when addressing the

### NEWS TABLOIDS.

The Petersfield—the Admiral's yacht—which went ashore at Tung Yung Island is now reported to be a total loss. All hands aboard, however, have been saved.

The wife of Major Harris was found this morning on the beach of Repulse Bay in an injured condition. Her absence from home since yesterday afternoon was a matter of grave anxiety all last night.

Three claims for wages against the s.s. San Nam King, by the Officers and crew of the ship, came before the Chief Justice, sitting in Admiralty Jurisdiction, in the Supreme Court this morning. The claim by the seamen was taken first. The owner of the ship claims that he was not responsible for the engagement of the crew as the ship was under charter. The case is proceeding.

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Sir Herbert Samuel and other Members of Parliament made speeches yesterday on the Manchurian dispute. Sir Herbert calls upon the disputants to cease fighting and fulfill their obligations to the Kellogg Pact.

"Peace is the product of preparedness for defence" and "Peace cannot be had by resolution or injunction alone, but requires the patient settlement of controversy and the dynamic development of the forces of goodwill," said President Hoover in his Armistice Day address.

The first division challenged in the new House of Commons, on an unimportant matter, was overwhelmingly won by the Government.

The Glasgow Stock Exchange, as from Monday, permits option and continuation of business. This is a step further than that to be taken by the London Stock Exchange which has already announced that credit transactions will be permitted.

A certain body of Tories were to have met last evening to consider putting down a motion regretting that the King's speech made no mention of special tariff measures.

The King and Queen, also the Prince of Wales, last night attended the Empire Festival of Remembrance at the Albert Hall.

According to Board of Trade figures for Britain's Overseas Trade for October, a much healthier state of affairs is revealed.

A severe gale raged yesterday

## S.S. SAN NAM KING

### THREE PARTIES CLAIMS.

#### SEAMEN'S WAGES

##### SHIP OWNER SUED IN COURT.

Sitting in Admiralty Jurisdiction in the Supreme Court, this morning, the Chief Justice (Sir Joseph John H. Kemp.) had before him three claims brought against the s.s. San Nam King, owned by Lau Yat, alias Lau Pak-hing, of 67, Connaught Road West, by (1) the seamen of the ship; (2) by Ignacio Maria Cordova; and (3) by Antonio Pinto Marques.

The plaintiffs were represented by Mr. Leo d'Almada, jun. (instructed by Messrs. Johnson, Stokes and Master), while the defendant, the owner of the ship, was not legally represented.

Mr. d'Almada suggested that the three claims be taken separately as the evidence would be different and no time would be saved by consolidation.

His Lordship agreed and the claim by the seamen of the ship was taken first.

Before opening his case, Mr. d'Almada said that he had been asked by Mr. F. H. Loseby to

state that he had been instructed to enter an appearance, but now he had not further instructions in the case.

Counsel said that the claim was by the plaintiffs as seamen of the s.s. San Nam King, and was for a total of \$2,274.10 representing wages due to them. He pointed out that no claim had been made for ten days' double wages due to the plaintiffs under the Merchant Shipping Act of 1894, for delayed payment of wages without reasonable cause.

Sir John Simon made a statement on the Manchurian situation in the House of Commons, yesterday.

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The King, on account of the cold wind that prevailed, was advised not to attend the Service.

## H.M.S. PETERSFIELD ASHORE

H.M.S. Petersfield, with the Commander-in-Chief, Admiral Kelly, on board, went ashore on the North side of Tung Yung Island (Lat. 26.23 North, Long. 120.30 East) about 3 a.m. to-day.

The ship is surrounded by rocks. There is no immediate danger of breaking up, though she is bumping badly.

Most of the crew have been landed.

The Derringer arrived near the scene of the wreck at 5 a.m.

The s.s. Empress of Asia is close to and proceeding to Tung Yung. She was expected to arrive at 6.30.

H.M.S. Suffolk has been ordered to proceed with all despatch and should arrive at Tung Yung at 5.09 p.m. to-day.

H.M.S. Cornwall, which is on her passage from Shanghai to Hong Kong, should arrive at Tung Yung at 6 a.m. to-morrow.

The Petersfield has now ceased communication by wireless telegraph.

Total Loss—All Hands Saved.

The following message has been received from the Commander-in-Chief via the Empress of Asia and the H.M.S. Suffolk:

"Ship total loss; all hands saved."

H.M.S. Petersfield is a twin screw minesweeper, built at Devonport, of 710 tons and 2,200 I.H.P. She carries one 4-inch and four 3-pounder guns. Her Officers are:

Commander—D. C. Lang.  
Lieut.-Commander—H.M.S. Murdy.

Lieutenant—(N.) G. Cobb.  
Lieutenant—(E.) A. B. Halliwell.

The Petersfield was re-commissioned at Shanghai on May 1, 1930, as tender to the Admiral's flagship, H.M.S. Kent.

because the crew were employed without his knowledge. When the master signed on at the Portuguese Consulate, he said, he was not a party to it as the ship was under charter to another Company and was not under his control.

The Chief Justice granted an amendment of the claim and told the defendant that the points he had raised would be considered later.

Mr. d'Almada admitted that the owner of the vessel was not actually the person responsible for the engagement of the crew, the ship at the time being under charter to the Lee Sai Steamship Company, of 284, Des Voeux Road Central.

The Captain of the San Nam King stated in evidence that since the issue of the writ attempts had been made to settle the claims both by the charterers and the owners. He was

asked to wait for a long time but was not paid anything at all. In cross-examination defendant said that the ship was under charter to another Company and was not even known that it had been seized.

To the Chief Justice the witness said that before the issue of the writ he had nothing to do with Lau Yat at all, and he was engaged by the charterers.

Kwok Po said he was engaged as navigation officer last year and towards the end of May this year his wages were not paid. Up to September 15, the date of the issue of the writ, the total sum owing to himself and his three fokis was \$805 of which he had received \$357.90 on account, leaving a balance of \$427.10 still due.

The case is proceeding.

## HOOVER'S ARMISTICE DAY MESSAGE.

Washington, Yesterday.

"Peace is the Product of Preparedness for Defence" opens the stirring Armistice Day address of President Hoover, who also sounds the following note of warning: "Peace cannot be had by resolution or injunction alone, but requires the patient settlement of controversy and the dynamic development of the forces of goodwill." — Reuter's American Service.

## LETTER THIEVES.

Detective Sergeant Flattery charged two Chinese at the Kowloon Magistracy this morning with stealing two letters from a letter box at No. 174, Reclamation Street, on November 9. First defendant was seen to take the letters by a man who was sitting on the opposite side of the street in the rear part. He was asking for the confiscation of the liquor found.

The Magistrate imposed a fine of \$25, and granted the confiscation. After extracting the letters, the two men went down the road and squatted in the side channel and rend them. Second defendant was later seen to go to a shop and address another envelope, and it is supposed that the men were anticipating replacing the letters, on finding them of no value. Two months' hard labour was passed in each case.

# MOTORISTS! THIS IS YOUR PAGE

## BRITISH PROGRESS.

### In Spite of the Dark Clouds

In times of economic difficulty it may be useful to indulge in a little retrospection, not only because it helps to take the mind temporarily from the prevailing dark clouds, but because it provides the incentive to prepare still more effectively for the more fortunate times ahead.

The present year has been one of almost unparalleled trade depression, but it has been one that has seen the British Motor Industry virtually maintaining, and in some respects, extending its successes. Almost alone, amongst the important exporting industries of the world, has the British Motor Industry held the position in the home and export markets which, in its particular case, has only been secured by persistent and determined effort against difficulties which, but a few years ago, appeared to be almost insuperable.

The figures of British Motor Exports reflect, naturally, the worldwide economic position, but it is gratifying, nevertheless, to be able to report, that they also show that the export position is becoming more stable, and that conditions in one or two important markets can no longer so materially affect the general position. Entry is slowly but surely being made in markets which were formerly almost, if not entirely, closed to British vehicles.

The following table is an indication of the progress made:-

Estim. Im. Exports	Exports	Ports to rest	Produc-	Empire of World
1922 .. 73,000	22,352	2,206	835	
1923 .. 146,000	23,740	18,008	2,051	
1924 .. 198,000	21,543	28,951	3,437	
1925 .. 211,000	32,153	24,855	6,076	
1930 .. 290,000	11,278	25,749	4,112	

For the seven months, January to July, 1931, the exports of British Motor Vehicles have amounted in number to 13,905.

In spite of conditions, there is in almost every direction Overseas an increasing desire to satisfy their transport needs by the use of Motor Vehicles manufactured in Great Britain. Undoubtedly the most forceful example of this was given by the Rt. Hon. G. W. Forbes, P.C., Prime Minister of New Zealand, who, on the occasion of a "Buy British" effort recently held in the Dominion, said: "In the past, in the motor industry, we have had difficulties in obtaining precisely the cars and trucks we require from Home, but from my own experience I can say that there has been a remarkable change recently, and to-day there is a range of cars and trucks of all sizes and prices to suit New Zealand conditions. To those about to buy I would ask you to give full consideration to Britain's motor products. In helping them we help ourselves."

That the "Buy British" campaign is meeting with success in New Zealand is made clear by the import figures for 1930, which show that whilst, due to the prevailing depressed conditions common to all countries, British car imports declined by only 150, those of cars of other than British manufacture, dropped by 6,000.

Persistent propaganda and efforts to bring British vehicles prominently before the public have been made, particularly in Australia, New Zealand, South Africa, and South America.

An All-British Show was recently held in Durban, the first to be held in South Africa, and proved so completely successful that it has been followed by a similar one at Cape Town. British Car Manufacturers were represented at the Durban Show by 41 exhibits; Commercial Vehicle Manufacturers by 16 exhibits, whilst Motor Cycles and Accessories were also exhibited.

As a centre of attraction, the "Golden Arrow" was on view, the Exhibition being visited by over 11,000 people.

The record-breaking car of the late Sir Henry Segrave has proved a wonderfully popular attraction Overseas, and has brought the claims of British Engineering design and construction effectively to the notice of many thousands. In addition to the 11,000 visitors at Durban, the car was seen by over 66,000 in New Zealand, in addition to being a popular public attraction in Australia and South America.

British cars have, throughout the year, been giving the most convincing proof of their ability to create records, commencing with Sir Malcolm Campbell's success at Daytona, and culminating, to date, with the British successes in the fastest and most spectacular Tourist Trophy Race on the Ards Circuit, near Belfast, when a British light car won at an average speed, for the 360 miles, of 67.90 m.p.h.

Almost each mail brings from Overseas further evidence of the increasing interest being shown in British Motor Vehicles, as

the public realises that the virtue of road transport must of the body deserve quite as much attention to detail as the chassis. In the ordinary way, as I have said, you have to take more or less what one is offered as standard equipment, which these days is fortunately fairly complete. You are entitled to expect the equipment of a modern car to include a clock, speedometer, oil gauge, lighting and starting switches, and probably a dash light.

**Nets For Parcels.**

Usually one or two pockets and possibly a small companion containing a mirror are also provided. In addition to these standard fittings, it is possible to have the following fitted at a very little extra expense, and which will be found a great help and comfort—a dimmer or dipper for the headlights (and fitted in such a position that it requires the least effort to manipulate), a net (if a saloon) in the roof. This will be found most handy and can be duplicated above the back seats as well. These nets carry an incredible amount of light and troublesome articles which usually find their way on to the floor.

A small lamp of the dash light type may be fitted inside the bonnet on the side where the magneto or coil and carburetor are placed. If these are on opposite sides of the engine, then it is better to have a lamp fitted on each side of the engine. It will then be found that in the case of some small adjustment, such as cleaning a sparking plug at night, that it will save both time and trouble. Although it is a very excellent plan to carry a hand-torch in the equipment of tools, this is occasionally run down or missing when looked for.

While on the subject of lights, I think a roof light in the centre of the saloon, if not already fitted as standard, could be fitted.

The latest type of rubber matting makes quite an excellent carpet, and helps both to quieten, and apparently lessen, the vibration in the car.

**"Go Carefully."**

"Look out, there is a tram coming!" "Mind, we are approaching a bend!" "Change down here or you will never get up the hill!" "Are you aware that the speedometer is at 60?" "Go carefully there is a bad bend coming."

This is the sort of accompaniment one usually has to drive to. The result is that after a while you catch the nerve infection and start doing silly things.

**When A Man Does 50.**

If you could not see a tramway-car coming, you would certainly consult an oculist. And why not 50 miles an hour on a straight road?

If a woman travels at that speed she is reckless. If a man drives at 50 he does so in a nonchalant manner as though it was nothing unusual.

When he is driven at high speed by a woman he pales, and he presses hard on an imaginary brake with his foot. "Oh, yes, I have caught them doing it."

If a woman passenger behaved in the same way as the man passenger and uttered constant warnings of the approach of obstacles that a half-blind person could see, she would soon be asked to stop or get out and walk.

It is very handy also to arrange to keep your plug spanner and a sparking plug where you can get at it without having to resort to the tool box; and perhaps add to your plug spanner and plug a medium sized shifting spanner which will deal temporarily with most nuts and bolts on the car that nothing require attention.

It is an excellent thing for a woman to carry a pair of old loose gloves in one of the pockets of the car. This practice will save a deal of trouble in cleaning the hands at the end of the day. It is also useful to carry in the same pocket some rag.

A blind fitted over the back window of the car—if a saloon—prevents the glare of the headlights from oncoming cars producing dazzle on the windscreen.

There is one very important item, and that is a wind-screen wiper. If not fitted as standard, it is essential that this should be fitted as an extra. I do not think it matters whether you fit an electric or pneumatic wiper, but I prefer one which can be worked by hand in case of a mechanical breakdown.

Another extra, which may be looked upon by some as a luxury, but which I personally think is a necessity is a spot or fog light which can be focussed on the near side kerb.

**CAR FITTINGS.**

**Gadgets That Bring Ease and Comfort.**

**[By Violette Cordery.]**

In the great majority of cases when you buy a car you have to purchase it complete with body, together with its standard fittings.

It is only in the case of some of the more expensive cars that you have an opportunity of obtaining the body furnished throughout to your own personal wishes.

Many people accuse my sex of caring only for the body and not paying sufficient attention to the chassis of the car. While I agree that the chassis is of the greatest importance, I also agree with women that the body is of equal importance.

After all, one expects every modern chassis to be as like as two pins from the point of view of reliability, performance, and so forth.

In their respective classes, you have more or less to live in the body of the car and not the chassis,

## WOMEN OWNERS.

### What the "Baby" Has Done.

The enormous growth this year in the number of women motorists is largely due to the development of the very small motor-car.

This does not in any way mean that the woman driver is not capable of taking charge of larger vehicles. In fact, the contrary is the case. Your large, powerful, well-mannered six-cylinder car is just as easy to handle, if not easier, than the "baby."

Girls may be seen to-day at the wheels of most powerful cars, and quite a number also drive with skill fast sports cars. But it is the little motor-car that has led to the great advance of motoring among women.

The reason is because

thousands of families are now in a position to run two motor-cars, and naturally the women of the family

are given the run of the small motor-car.

The "baby" is ideal for shopping

expeditions. It is very economical to run, which appeals to women, it

is easily parked, and there is no

difficulty about getting the little

car in and out of the garage.

Official statistics recently issued

by the Society of Motor Car Manu-

facturers and Traders show that

there will probably be nearly

100,000 families in Britain with

two cars in 1929. These figures

are based on the fact that families with incomes of £2,000 are potential two-car owners. There are 93,005 such families in Britain.

A conservative estimate places the number of actual women car owners at over 100,000. But this in no way represents the number of women drivers.

## MILK IN BULK.

The Co-operative Wholesale Society conveys several thousand gallons of milk by road every night between its provincial dairy farms and the retail Co-operative Societies in the Metropolitan area.

To its large fleet the C.W.S. has just added two A.E.C. tankers.

These units are the well-known

110 h.p. driver-behind-engine

"Majestic" models, fitted with

Butler tanks of 1,250 gallon

capacity. The tanks are absolutely air-tight, and so insulated that

the milk on its journey from the

provincial dairies of the Society

undergoes no appreciable change of

temperature, nor is it affected in

any way by climatic conditions. As

the tanks are made in one piece

without flanges in which bacteria

could accumulate, they offer a highly hygienic method of transport.

For delivery purposes at the retail dairies, the tankers are provided with Reavell rolling drum

compressors. These accessories are fitted with a suction air filter and

compression gauge, and a mechanical lubricator.

## BUYERS' GUIDE

### MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's

Road. Tel. 24759.

BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nai Chung

Road, Happy Valley. Tel. 30228.

CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel.

24750.

FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor.

Tel. 22221.

MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nai

Chung Road, Happy Valley. Tel. 30228.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nai

Chung Road, Happy Valley. Tel. 30228.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel.

24759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel.

24759.

WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd.

Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22173.

### MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel.

24759.

G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nai Chung

Chung Road, Happy Valley. Tel. 30228.

DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel.

24759.

WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd.

4a, Des Voeux Road C. Tel. 28011.

### MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.

NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel.

27767.

### MOTOR OILS.

GARGOYLE MOBIL-OIL.—Vacuum Oil Company, King's Bldg.

## THE WORLD'S MOTOR-CARS

A Buyer's Guide to Olympia.

## THE "BABIES"

## Better and Cheaper Than Ever.

[By A. G. Throssell, Daily Telegraph's Motoring Correspondent.]

London, October 13. Olympia is a huge place, easily the biggest and most comprehensive collection of machines for motoring held in any country. This year there will be less crowding, but cars of all sizes, shapes, and prices are gathered together more or less anyhow. I propose to dissect the show and rearrange the pieces on some sort of plan, so that motorists and would-be motorists who are interested in one particular type or class of car may know just what there is for them to see.

Let us begin with the smallest cars, which, generally speaking, are the cheapest. "Economy motoring" is the slogan this year, and the makers have concentrated on cars that are economical to buy, to license and to run. Never has this class been so numerous, the available choice so wide, nor, it may be added, the appeal in value for money so strong.

A "baby" car is an excellent introduction to motoring; it is also an excellent tender to a bigger vehicle, while the new kind of "grown-up baby" claims, and not without justification, to serve as a satisfactory family car.

## "Peter Pan" Car.

First to be mentioned is that Peter Pan of the "babies," the Austin Seven. It has recently, in racing form, reached a speed of 109 miles an hour, but not even to-day has it yielded to the temptation to "grow up." The only changes in the standard cars are new domeshaped wings, new wheels, and dipping head-lamps.

But prices are radically altered—to the benefit of the purchaser. The de luxe saloon, which has real leather upholstery and a sunshiny roof, is £128, actually less than the standard saloon cost previously. The latter is now £118, and the tourer and two-seater models are the same. This most famous of the babies is to be found on Stand 113.

Of the other 8 h.p. cars the Singer Junior, which is a whole foot longer and a few inches wider and is meant to carry four, has again been modernised. Last year it was given a four-speed gear-box and rear petrol tank, most up-to-date fittings for a "baby." This year it boasts a silent third among its four speeds, and the silent third, as it noted, makes gear changing much easier, so that driver and passengers all benefit. The Junior costs £150 for the four-door saloon with sliding roof.

This year there is a "special" Junior with a larger (9 h.p.) engine and a "Kaye Don" saloon body of rather striking design. A specimen in brown and heron grey will be shown on the Singer stand, No. 110, priced £185.

## For Two or for Four.

The Morris Minor of last year has also, as it were, split into two, and, though they both pay the same tax, they are quite distinct cars. The Minor has the side-valve engine introduced this year and the chassis of 6 ft. 6 in. wheelbase, and remains a true "baby." In its two-seater form it is the famous £100 car, and the saloon with sliding head is no more than £125. These cars have the tank at the rear and an electric petrol gauge on the dash, and winding windows have now replaced the sliding pattern.

The older overhead-valve 8 h.p. Morris engine, having proved its superior power output is now the basis of the new "Family Eight" model. Thirteen inches more wheelbase and a stouter frame allow the mounting of a four-door body, with ample room for four grown people, and the good-looking six-window saloon is a real car. Its price, fully equipped and with sliding head, is £152 10s., and there is also, though a specimen will not be shown on Stand 111, a pretty little sports coupe at £175.

## A "Pillarless" Saloon.

Triumph also has a baby and a grown-up baby, and its exhibits on Stand 7 should be unusually interesting. The smart and nippy little Super Seven has now a slightly different chassis for the closed models. The open car is the same as before, but is down in price to £140. For the saloons semi-elliptic springs all round are fitted and a rear petrol tank.

The chief feature, however, is the "pillarless" saloon body. In this model the two doors on either side close on each other, and when both are opened an entrance nearly four

## FLOATING POWER.

## Plymouth Proved by Tests.

Not content with relying on laboratory experiments to test the reliability, sturdiness and general excellence of the new Plymouth's Floating Power and Free Wheeling, Chrysler engineers in charge of this remarkable new low-cost car proved these points by submitting them to every gruelling test known to automotive science.

The new model is the Super Nine. It has an overhead-valve engine rated at 9 h.p., four-speed gear-box, hydraulic brakes and underslung worm drive to the back axle. With a wheelbase of 7 ft. 3 in. and track of 3 ft. 7 1/2 in., there should be plenty of power to pull a four-door, four-seater saloon. The de luxe Super Nine shown costs £197 10s.

## Baby Flyers.

The remaining "babies" are of a rather different character. The M.G. Midget, for instance, has a performance that is anything but infantile. There are several changes in this little flyer. The fabric two-seater remains as at present, but is reduced to £165. On the same chassis there is a new panelled body with a disappearing hood and rather more room at £185, and the coupe continues, but is reduced to £235.

Then there is a new Midget with a 2-4 seater body on a six inches longer chassis with rear petrol tank and a windscreen of the type that folds flat forwards; its price is £210, and the exhibits on Stand 64 also include for the first time the laurel-crowned Montlhery Midget, costing complete with supercharger the unbabishy price of £575.

Finally the two lowest-powered cars of the lot, both taxed at £7, the Jewett and the Rover "Scarab." The former has a two-cylinder engine, but it pulls a full-sized body and goes up Alps if naked. A number of improvements have been made this year, including putting the tank at the back, and the prices are lower, starting at £135.

The Rover "Scarab" recently described in the Daily Telegraph, suggests, with its air-cooled "twin" engine a revival of the post-war cycle-car, but it has a respectable performance. At £89 it is much the cheapest car in the show. The Rover stand is No. 108.

## INTERNATIONAL RECORDS.

The "Riley Nine" now holds the following International records:

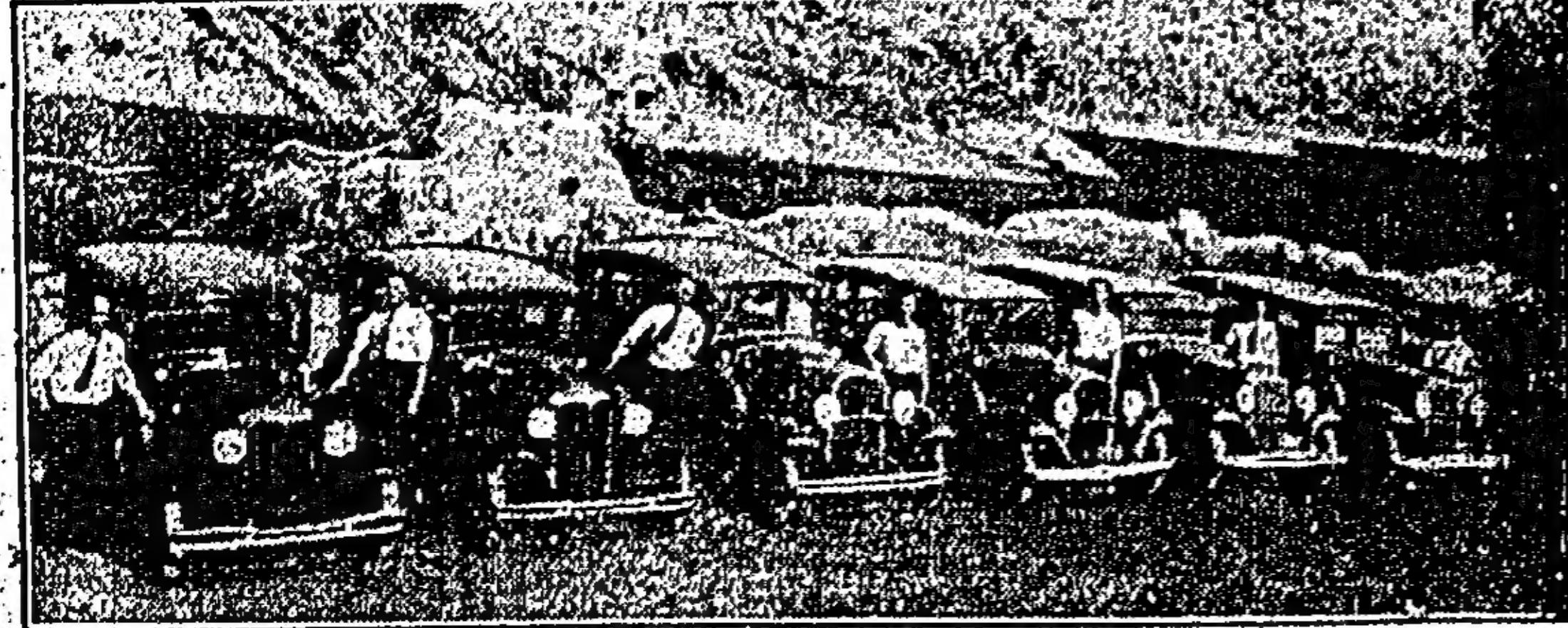
	m.p.h.
50 kilometres	108.90
50 miles	108.89
100 kilometres	108.06
100 miles	108.05
1 hour	108.11
200 kilometres	102.28
2,000 kilometres	66.82
3,000 kilometres	65.78
4,000 kilometres	64.85
1,000 miles	67.80
2,000 miles	65.64
24 hours	66.63

Apart from the difficulties normally associated with the maintenance of such high average speeds in a comparatively small car, Eyston, in securing the first six of these, had to contend with unkindly elements. A thunderstorm visited Montlhery during the progress of the run, and heavy rain fell throughout its duration.

In his report to the Riley Company, Eyston states that the engine functioned perfectly throughout, and was revving in excess of 6,000 r.p.m. during the whole run.

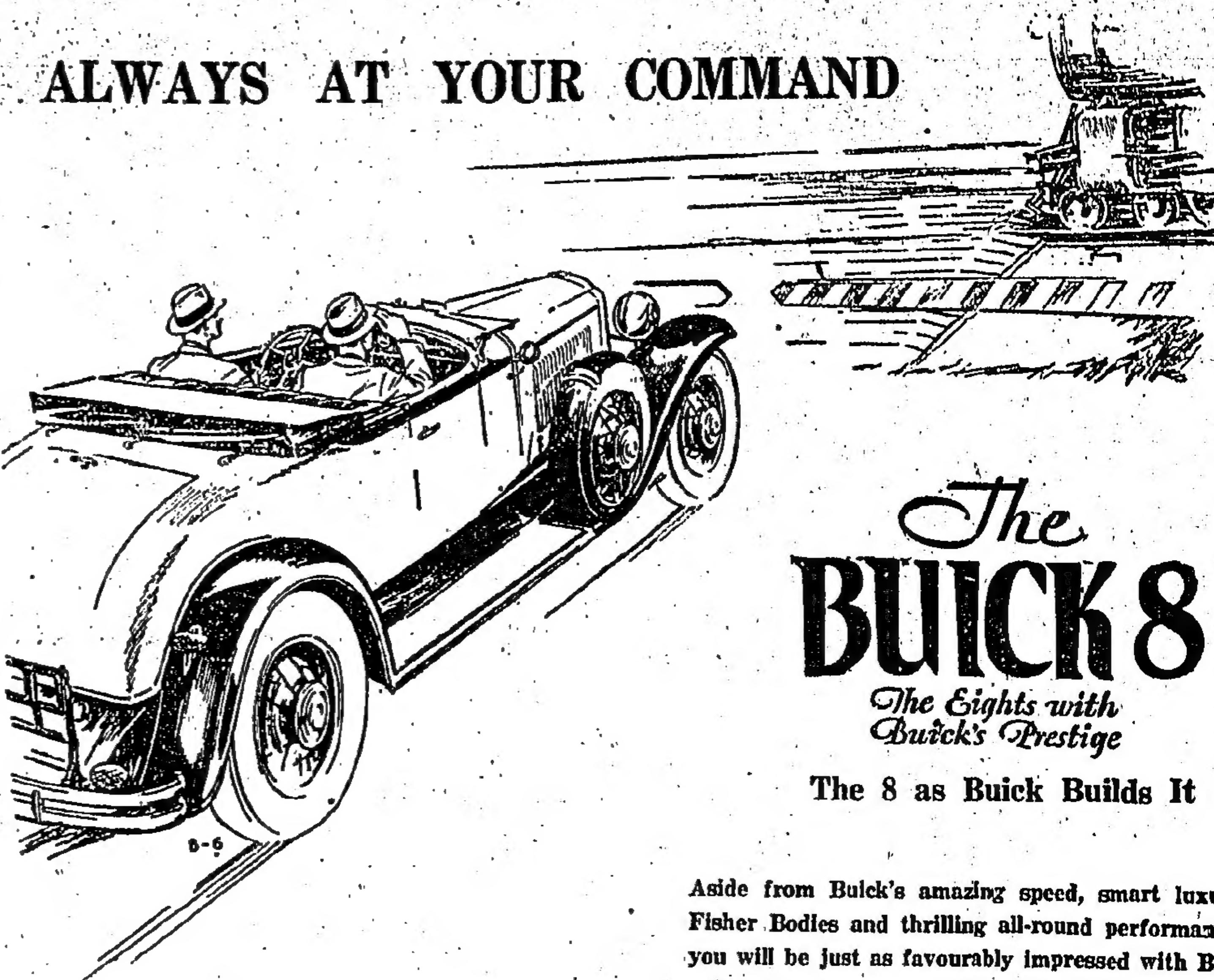
The performance is the best of all possible tributes to Riley engine design, for it must be borne in mind that the 6,000 r.p.m. were obtained without the benefit of supercharging, and that the engine design is the same as that which permits such a wide margin of efficiency to the ordinary Riley owner-driver.

## TEST CARS NEAR CHRYSLER ENGINEERING CAMP.



At the Chrysler engineering field camp near Phoenix, Arizona, U.S.A., more was lost and about the ravages and devastating effect of dust and dirt upon an automobile engine than at any other place in the world. Here the dust is like powder and the wind like a hurricane so that any engine not equipped with air cleaners, oil and gas filters which seal it perfectly against all dirt and grit is doomed to soon be scorched and worn to destruction.

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## "IN A CLASS APART."

According to a recent edition of the Cape Argus, one of South Africa's leading newspapers, a new Registration-Index for cars—"H.C."—is to be seen on Cape Town's streets.

Special interest, however, lies in the fact that only two vehicles complete the class, i.e., "H.C.1" and "H.C.2"; these being the two Humber cars (a "Pullman" saloon and a "Snipe" tourer) belonging to Sir Herbert Stanley, G.C.M.G., South Africa's new High Commissioner. "H.C." represents, of course, the initial letters of Sir Herbert's Rank of Office.

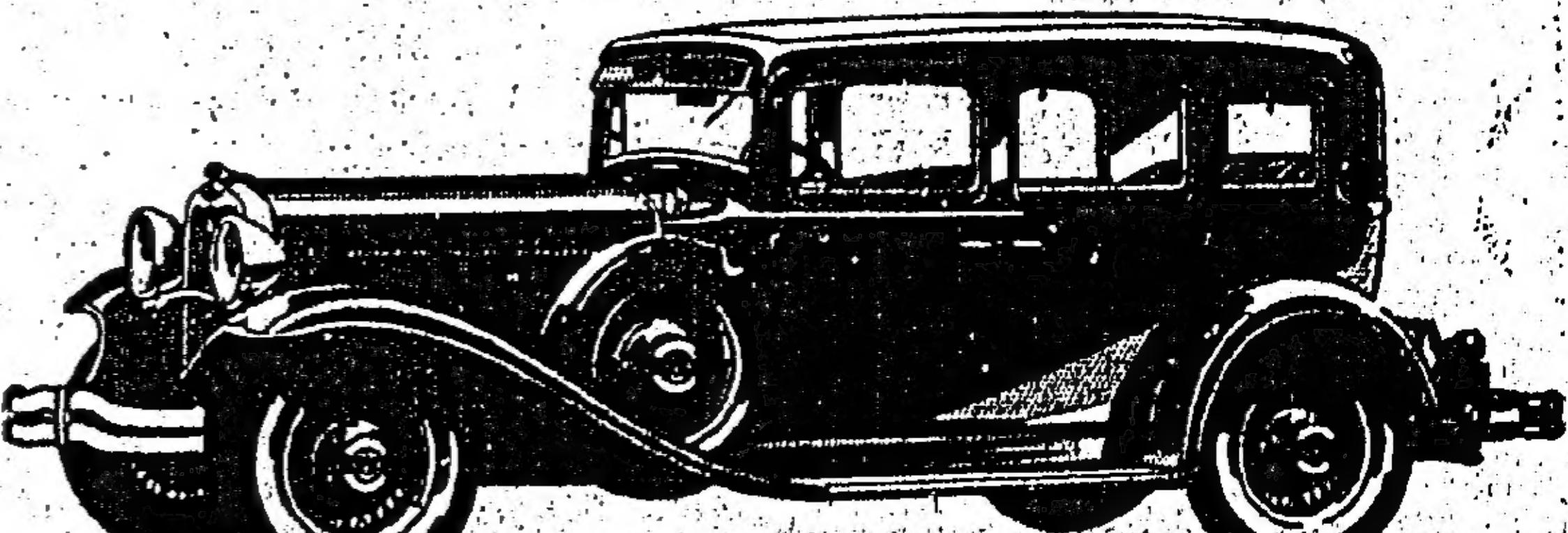
Like as its many exceptional qualities have again and again been termed "in a class apart," the Humber now finds itself officially placed in an interesting "Class isolation."

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## HYDRAULIC BRAKES

## LOW CENTER OF GRAVITY

Money cannot buy three finer safety factors than Dodge Mono-Piece Steel Bodies, Low Center of Gravity and Hydraulic Brakes. The security you get when you drive the new Dodge Six and Eight is due to these three factors. Low center of gravity is achieved by a double-drop frame with a new-type box center which makes the chassis extremely strong and rigid. Further lowness is contributed by the fact that the squeakless, jointless Mono-Piece Steel Body is mounted directly to the chassis without body sills . . . sharing the strength and steadiness of the heavy frame. Dodge Hydraulic Brakes are always equalized. They are fully enclosed, completely weatherproof, easy to operate; sure, safe always . . . the most positively equalized brakes known. These features mean protection to you, extra value for you, every minute you spend in your car.



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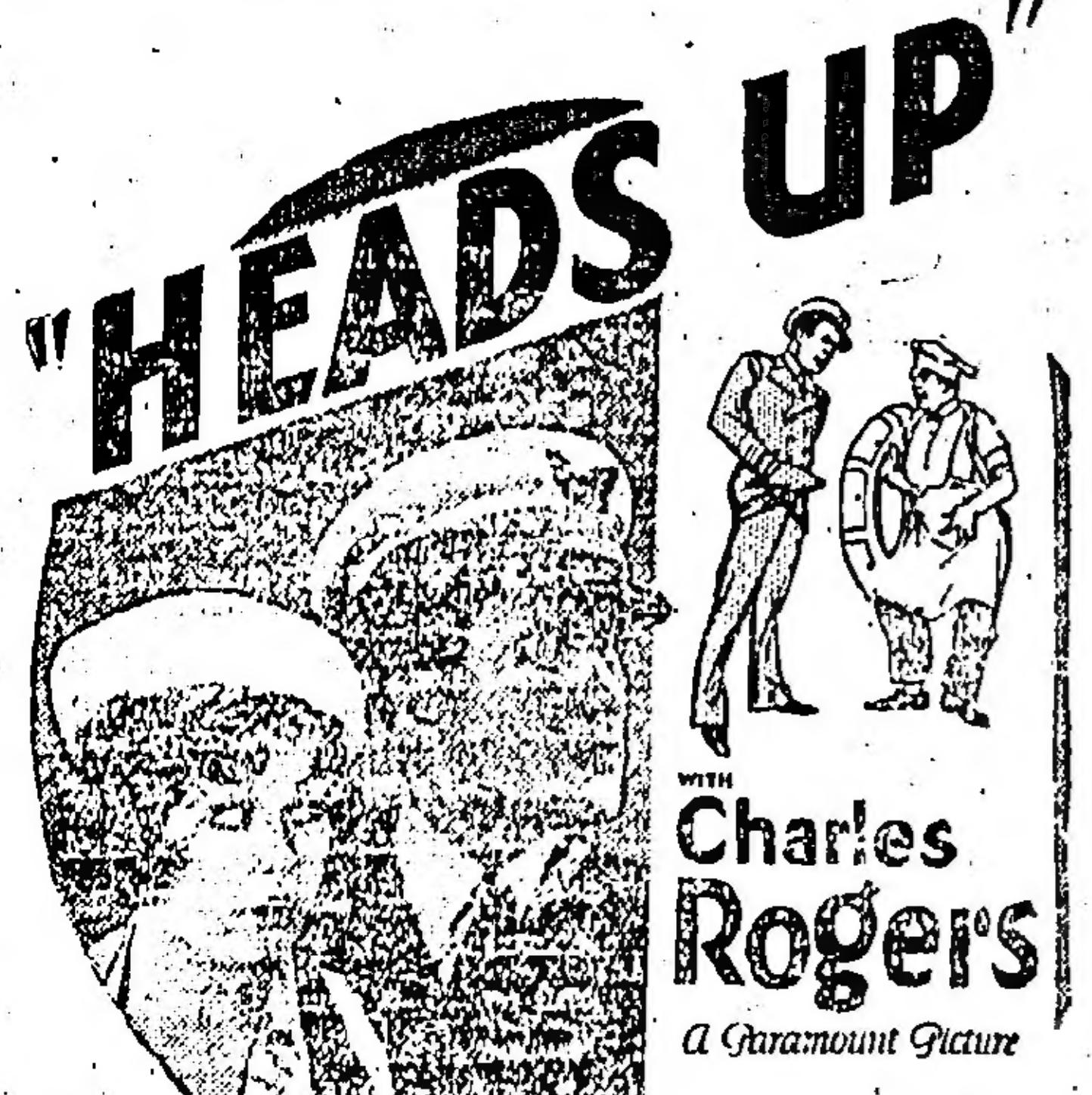
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## CURRENT SPORTING GOSSIP

### SPORTS NEWS IN BRIEF.

Owing to the very poor weather conditions which existed yesterday the last Cricket Interport Trial was unavoidably cancelled. Other sporting activities which shared the same fate were as follows:—

#### Cricket.

Kowloon C.C. v. Craigengower C.C. at the K.C.C. (all day match).

#### Rugby Football.

Kowloon Rugby Club v. H.M.S. Medway at King's Park.

#### Hockey.

Hong Kong Hockey Club v. H.M.S. Medway at King's Park.

#### Football.

Civilians v. Services (Charity Match) at Happy Valley.

#### Golf.

Kowloon Golf Club v. Y.M.C.A.

\* \* \*

The following have been selected to represent the Hong Kong Rugby Club against the Army on Saturday at 4.30 p.m. at Sookkun-poo:—

J. P. Whitham; G. P. Lammert, R. H. Griffiths, L. G. Robertson, C. J. D. Law; M. W. Turner, J. A. R. Selby; E. F. Buttress, J. H. McElney, G. C. Moutrie, F. R. Burch, W. E. Poers, B. P. Massey, J. G. Devonshire, and D. McLellan.

Referee: G. G. N. Tinson.

\* \* \*

The following will represent the Hong Kong Rugby Club "A" XV. against the Kowloon Rugby Club at Happy Valley on Wednesday, November 18, at 5 p.m.:—

R. P. Rigg; W. D. Johnson; G. A. L. Plummer, E. Allera, S. J. H. Fox; J. S. Lee, F. C. Black; W. Hartley, F. A. Merry, W. O'Neill, E. R. West, W. R. Andrews, L. B. Smith, D. S. Robb, and A. R. Cox.

\* \* \*

The following will represent the Hong Kong Rugby Club Extra "A" GV. against the Small Ships XV. at Happy Valley on Monday, November 16, at 5 p.m.:—

G. P. Ferguson; G. E. R. Divett, R. H. D. Wade, H. V. Koop, E. P. K. Bovill; C. E. Holmes, A. Terrible; R. Stillard, W. Mitford, R. I. Cherrill, E. G. Dale, R. D. Beaumont, D. H. Clarke, B. L. Stock, and V. R. Gordon.

The following team has been chosen to represent the Hong Kong Football Club against the Navy on the Club ground on Saturday at 4.15 p.m.:—

Rodger; Strange, MacFarlane; Segalen, Skinner, Baldwin; Alexander, Bell, Howe, Pote-Hunt, and Bradbury.

Referee: A. Jackson.

\* \* \*

At the conclusion of the ninth annual athletic meeting of the South China Athletic Association at Caroline Hill yesterday Mrs. Kotewall, the wife of the Hon. Dr. R. H. Kotewall, kindly distributed the prizes.

The results were as follows:—

Senior 100 metres:—1, Ching Shu-nam (12.4 secs.); 2, Lung Ping-ho; 3, Li Wing-on.

Ladies' throwing the discus:—1,

Lo Kent-hing (24 ft. 8 ins.); 2,

Yu Su-hing; 3, Ko Lai-nger.

Senior long jump:—1, Ching Shu-nam (6 m. 69 cm.); 2, Leung Wing-chiu; 3, Lung Ping-ho.

Small Boys' 100 metres:—1,

Cheung Wai-lung (15.7 secs.); 2,

Tam Pui-lam; 3, Wong Sau-tim.

Ladies' 400 metres:—1, Ko Lai-nger (1 min. 21.6 secs.); 2, Yu Sau-hing; 3, Chan Chu-sau.

Ladies' throwing the baseball:—1,

Ko Lai-nger (34 m. 17 cm.); 2,

Wong Tsui-mee; 3, Yu Su-hing.

### RUGBY FOOTBALL IN FRANCE.

#### Rupture Will Not Affect Inter-Army Match.

#### ONE OR TWO LOOPOLES.

The French Rugby Federation expects to begin the season with 718 affiliated clubs, and the Amateur Rugby Union (the rebel group) with just over 100. Though more defections from the Federation are expected, this body is likely to be the stronger administrator of French Rugby for some time. Its membership increased from 235 clubs in 1919 to 873 in 1925, which was the peak.

There were 785 affiliated clubs the season before last, and, owing to the separatist movement, the number since dropped to 718. Rugby lovers in France are bemoaning anew the rupture with the British unions, but there appear to be one or more Anglo-French matches possible. A Continental university organisation assumes that the ban does not touch university or college teams, and is trying to organise a game between English and French students. While taking a vacation

courses in France recently a group of British students played a French fifteen, and the annual match between the British and French armées, Paris assumes, will not be affected by the rupture. Meanwhile the British Rugby Club in Paris, which runs three teams, is awaiting a reply from the Rugby Union to its request for a "dispensation" which will enable it to meet French clubs.

# MAJESTIC

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ROUND THE LOCAL CINEMAS.

Reviews from Official Sources.

"HEADS UP."

A palatial 130-foot yacht serves as the setting for "Heads Up," Paramount song and talking musical romance which is now showing at the King's Theatre, with Charles Rogers heading the cast.

The yacht, which serves as the "location" for the initial scenes, is the property of a wealthy New Yorker who prefers to remain anonymous. The craft, moored off the Port Washington Yacht Club, is one of the finest in Eastern waters. It is powered with Diesel motors and is operated by a crew of thirty-two seamen.

Practically the entire cast, under the direction of Victor Schertzinger, appears in this yacht sequence of "Heads Up." In addition to Rogers, the featured players include Helen Kane, Victor Moore and Margaret Breen. The story is an adaptation of the successful stage musical comedy of the same name which scored an outstanding hit of the recent New York theatrical season.

"YOUNG SINNERS."

"Young Sinners" was a sensational success on the stage, but on the screen, as viewed and heard yesterday at the Central Theatre, it is even greater. The production is a credit to Fox Films, to John Blystone, who directed it and to the cast of popular actors that people it.

Chief interest in "Young Sinners" centres about Thomas Meighan, the celebrated star, who following two years of retirement, returns to the screen to portray the featured role of the rollicking Irish trainer who, by almost brutal force, regenerates the body and soul of the headstrong and spendthrift son of a millionaire. The role is a perfect fit for Meighan and he gives a notable performance.

"Young Sinners" is a picture that all fathers and sons, mothers and daughters should see. They will be entertained and, at the same time, may derive a beneficial lesson.

"STRANGERS MAY KISS."

Brought from Spain to play in films, Conchita Montenegro makes her debut in English-speaking pictures in "Strangers May Kiss," Norma Shearer's new Metro-Goldwyn-Mayer starring vehicle which will open at the Queen's Theatre on Sunday.

Miss Montenegro plays the part of the alluring Spanish dancer. Previously she played in both Spanish and French versions of Ramon Novarro's "Call of the Flesh."

George Fitzmaurice directed the new Shearer feature, with Robert Montgomery and Neil Hamilton sharing leading man honours.

GIRLS DEMAND EXCITEMENT.

With the exception of Seymour Felix, the director, every one connected in an important way with the picture of collegiate life, "Girls Demand Excitement," Fox Movietone production, coming next Sunday to the King's Theatre, claims some leading university as his or her Alma Mater. Harlan Thompson, who wrote the story, is a graduate of the University of Kansas; Ralph Block, who supervised, is a graduate of University of Michigan; John Wayne, who plays the leading male role, is a University of Southern California boy who was also a star football player there, and Virginia Cherrill claims the University of Chicago. Other Alma Mates of members of the cast include Columbia, Cornell, University of Washington and Idaho.

BOY HOLES IN ONE AT 218 YARDS.

Playing over the Croham Hurst course, Graham Thomson, who played in the recent Boys' Championship, holed out in one shot at the 16th—a distance of 218 yards.

Had we remained content with archery, with the pony chaise and the crinoline, we should have gone on dying at fifty years of age instead of living until eighty.—Dr. Leonard Williams.

**RADIO.**

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W.

5-8 p.m.—European Programme of Columbia Records.

5-528 p.m.—A Selection of the Latest Dance Tunes.

Fox Trot—

Hang Out the Stars in Indiana.

Jack Payne and His B.B.C. Dance Orchestra (CB337).

Tango—

There's Something in Your Eyes.

Jack Payne and His B.B.C. Dance Orchestra (CB337).

Fox Trot—

Wrap Your Troubles in Dreams.

Sitting at a Table Laid for Two.

Jack Payne and His B.B.C. Dance Orchestra (CB338).

Waltz—

Put Your Loving Arms Around Me.

Billy Cotton and His Band (CB338).

Fox Trot—

Parking in the Moonlight.

Billy Cotton and His Band (CB338).

Fox Trot—

Life is Just a Bowl of Cherries,

Gully,

Ted Wallace & His Campus Boys (2523-D).

5-28-539 p.m.—Organ Solos.

Thrill Me... Reginald Foort (DB612).

Other Days—Selection,

Terence Casey (DB601).

5-39-609 p.m.—From the Studio European Children's Concert.

6-09-6-55 p.m.—A Concert.

Piano Solo—

Old Vienna (Schubert-Friedman),

Ignaz Friedman (L2107).

Song—

Songs of the Hebrides—In Hebridean Seas (Kennedy-Fraser).

Songs of the Hebrides—Kishmu's Galley (Kennedy-Fraser).

Muriel Brunskill, Contralto (DB602).

Octet—

Echoes of the Ball (Willoughby),

Love's Dream After the Ball (Czibulka arr. Willoughby),

J. H. Squire Celeste Octet (DB598).

Song—

Eileen Alannah (Marble & Thomas).

Macusin (Rowe-MacMurrach),

Heddie Nash, Tenor (DB603).

Cello Solo—

Kol Nidre (Max Bruch),

Felix Salmond (L2271).

Song—

Waltzes from Vienna—For We Love You Still (Carter-Strauss),

Marie Burke (Soprano).

Song—

Waltzes from Vienna—Love and War (Carter-Strauss),

Dennis Noble and Chorus (DB620).

6-55-7-20 p.m.—Light Pianoforte Solos.

Ten Cents a Dance,

Baby's Birthday Party,

Billy Mayerl (DB445).

Sweet Nothings,

Billy Mayerl (5071).

Let's Go Native—Medley,

Safety in Numbers—Medley,

Billy Mayerl (DB237).

7-20-8 p.m.—Variety.

Vocal—

By My Side,

The Tune That Never Grows Old,

Lee Morse and Her Blue Grass Boys (2436-D).

Vocal Duet—

I Wanna Sing About You,

Layton & Johnstone (DB611).

Song—

You Didn't Have to Tell Me,

Let Love Take Care of You,

**SHADOWS BEFORE**

COMING EVENTS ADVERTISED IN CHINA MAIL.

Social Functions.

To-day—Tea Dance at Hong Kong Hotel.

To-day—Entertainment by Les Dejeans and William Rimes, Peninsula Hotel.

To-night—Dinner Dances at Hong Kong and Peninsula Hotels.

To-morrow—Tea Dances at Hong Kong Hotel and King's Restaurant.

Entertainments.

To-day—King's Theatre; "Heads Up."

To-day—Queen's Theatre; "On with the Show."

To-day—Central Theatre; "Young Sinners."

To-day—Majestic Theatre; "Slightly Scarlet."

To-day—Star Theatre; "Puttin' on the Ritz."

Saturday—"Dear Brutus" by A.D.C., Theatre Royal.

Land Sales.

Monday—at P.W.D. Offices, two lots of Crown land, 3 p.m.

Jumble Sale.

November 26—Jumble sale, Union Church Hall, Kennedy Road.

Concerts.

November 17 and 20—The Schneider Trio in Two Chamber Music Recitals, Helena May Institute, 9:20 p.m.

November 19—Concert, Helena May Institute, 5:30 p.m.

Home Malls.

To-day—Inward from Europe via Siberia (Iyo Maru); from Europe via Negapatam (Somali).

To-morrow—Inward from Europe via Siberia (Kashima Maru); from America (Empress of Asia).

Saturday—Inward from Europe via Negapatam (Suwa Maru); from America (President Polk); Outward for Europe via Marsailles, (Kashima Maru), 9:30 a.m.; for Europe via Siberia (President Taft), 5 p.m.

In much chamber music the first violin has most of the bread and butter only break and scrape.—Dr. E. Markham Lee.

Binnie Hale, Soprano (DB608).

Vocal Duet—

Take It from Me,

I'm Keepin' Company,

The Sunshine Boys (DB609).

Humorous Sketch—

The Royal and Ancient Game,

Clapham & Dwyer (DB570).

Vocal Duet—

I Found You,

Whistling in the Dark,

Layton & Johnstone (DB610).

8-00-10-30 p.m.—Chinese Studio Concert.

10-33 p.m.—Close Down,

[All records in the above European programmes are kindly supplied by the Anderson Music Co.]

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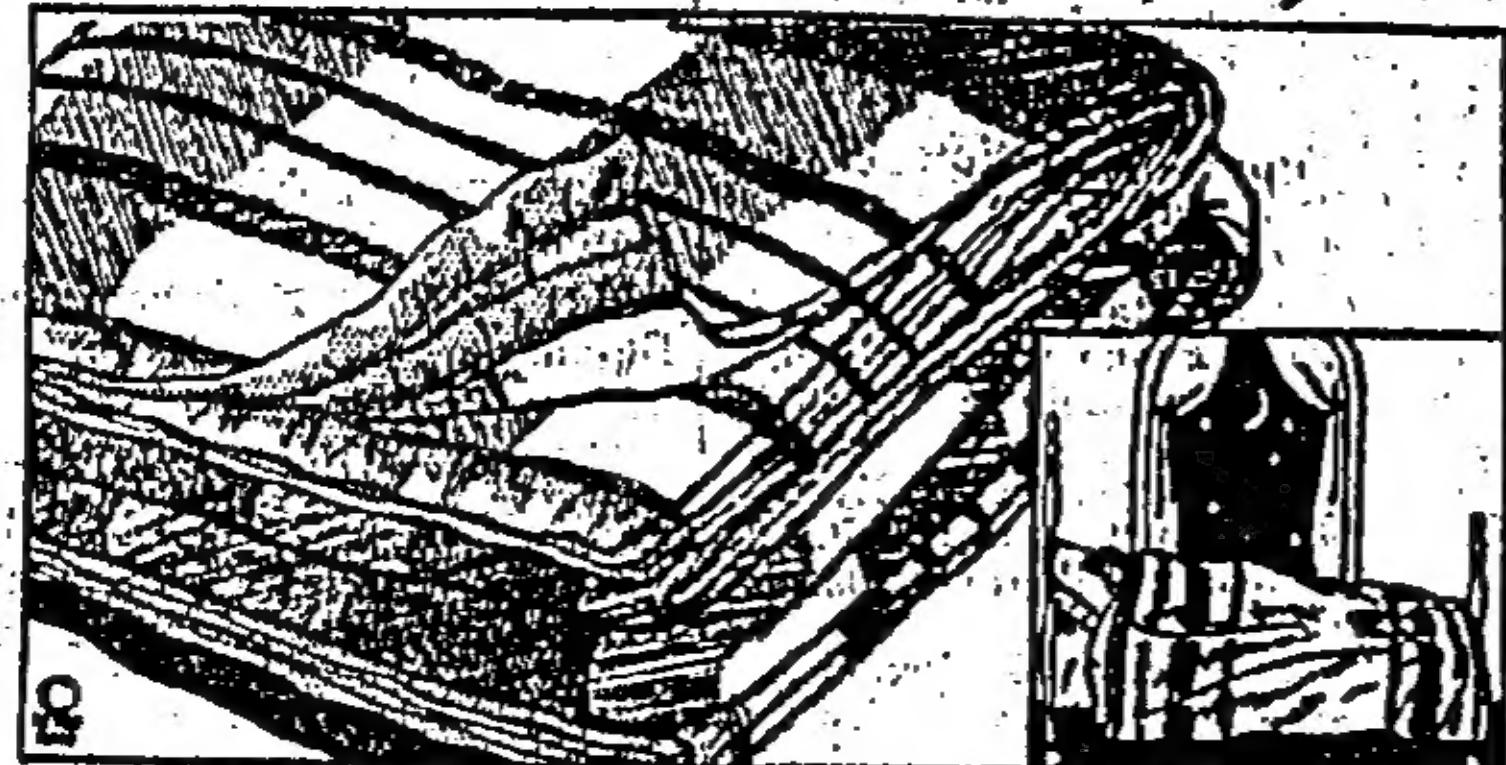
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REAL WITNEY BLANKETS.

Single Bed Size ..... for \$27.50

Double Bed Size ..... for \$47.50

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## FIRST FLOOR SHOWROOMS.

## WHITEAWAYS

## The China Mail

Hong Kong, Thursday, Nov. 12, 1931.

little more deeply conveniently fall back in the end upon the "experts" who, again, are hopelessly disagreed among themselves. We have the advocates of stabilisation of the dollar; we have the opponents of stabilisation.

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## News in Brief.

The Empress of Asia, due to arrive to-day is delayed one day, and will arrive to-morrow at 10 a.m.

The troop ship *Neuralia* is due to arrive at 5 p.m. to-morrow. She has on board the Lincolnshire Regiment, from India, and Garrison reliefs.

In a wireless message to the Commander-in-Chief and Commodore, the survey ship, H.M.S. *Herald*, reports that flags have been erected on the summit of East Brother and Chu Lu Kok Islands, and on Flood Point, on Santau Island. These have no navigational significance.

Sam Kwong, an unemployed, of no fixed abode, was this morning charged at the Kowloon Magistracy with breaking and entering the Star Store, at 312, Nathan Road, and stealing on the night of November 3, clothing and jewellery to the value of \$142, property of Ho, Kwai the cashier of the store. Four months' imprisonment was imposed.

On the application of Detective-Sergeant Flaherty, 48 hours remand in Police Custody was allowed. In the case against Ho Luk, Lin Hol and Li Sum, three Chinese who were this morning charged at the Kowloon Magistracy with decoying or detaining a child named Wal Shing, with intent to deprive him of his father's legal custody and care.

A well-to-do Chinese woman was examining some cloth in the Pak Li Co.'s premises, in Queen's Road, Central, and left her handbag on the counter, when a Chinese entered the shop took up the handbag and ran away. He was chased by a foksi and arrested. The defendant was brought before Mr. Williams this morning, pleaded guilty, and was sentenced to three months' hard labour.

Kwan Sik, an unemployed Chinaman, was convicted on two charges at the Kowloon Magistracy this morning; one of stealing clothing valued at \$20 from a fruit stall in Yaumati, and one of having possession of an offensive weapon, to wit, a screwdriver, fit for an unlawful purpose. The first offence took place on November 6, but defendant was arrested yesterday when he was found attempting to force a shop door with the screwdriver. He was sentenced to three months' imprisonment on the first charge and fined \$100 or a further month's imprisonment on the second charge.

## Personal Pairs.

The forthcoming marriages are announced of Harry Bernard Collier of the Chinese Maritime Customs, York Buildings, Chater Road, and Eleanor Edmundson, of the Shanghai Municipal Council Isolation Hospital, Range Road, Shanghai; and of Dr. Yu Chukwong, of 46B, Bonham Road, and Ivy Phylis Youngsane, of 5, Essex Crescent, Kowloon Tong.

It is learned that Major Harris informed the Police at Stanley, that when he found his wife lying on the sand, she remarked she had dreamed that she had to go into the water below, and just managed to swim back to Repulse Bay beach.

How the unfortunate accident actually happened is difficult to say, and the affair will remain a mystery until Mrs. Harris recovers sufficiently well to recount the episode.

## BRITAIN'S OVERSEAS TRADE.

Mr. A. H. Gladstone appeared as complainant in the case in which Yeung Hung, a coolie employed at the Peninsula Hotel, was charged with the theft of four lb. of butter from the Hotel on November 10.

The butter was found hidden in an empty room, and several European members of the staff kept a watch, which resulted in defendant being arrested when he came to take away the butter. Detective Sergeant Flaherty said there were many thefts of this nature at the Hotel, and the management wished to have a stop put to it. A month's hard labour was imposed.

## AN EVENTFUL VOYAGE.

## THREE BABIES BORN AT SEA.

Captain P. Weide, of the J.C.J.L. *Tjinegara*, has reported at the Harbour Office that during the voyage from Batavia to Hong Kong she encountered a strong monsoon. One man, a steerage passenger, was drowned, while during the voyage three babies were born on board the ship.

An Algerian woman living at Bone, Fatima Ben Ali, has given birth to four boys, according to the Paris *Matin*.

## CORRESPONDENCE.

## DRAMATIC FILMS.

[To the Editor of "China Mail"] Sir.—To those who are tired of pictures of the whoopee and jazz variety, and for a change would prefer one of strong dramatic interest, perfectly presented both as regards to speech and action, and with just enough of love interest and natural humour to make it life-like, the writer would strongly recommend "Disraeli" returning to the Queen's Theatre shortly. Were Hollywood uniformly to turn out pictures of such merit, slight aberrations as to plot and history would be very much less matters of resentment and criticism. Yours, etc., DRAMA.

## MRS. HARRIS FOUND.

## MYSTERIOUS REPULSE BAY BEACH INCIDENT.

The anxiety that was felt last night for the safety of Mrs. Harris, wife of Major Harris, residing at Repulse Bay Hotel, has been somewhat alleviated by the finding of the lady on the Repulse Bay beach at six o'clock this

THE LIFEBOAT  
VILLAGE EPICS OF  
SACRIFICE.

By  
P. H. J.

Since the Times, in September, 1888 — nearly a hundred years ago — reported the story of the wreck of the Forfarshire there have been thousands of rescues effected by lifeboats and fishing craft, all of them epics of self-sacrifice; none of them either less or greater than the exploit of Grace Darling, whose rescue of part of the Forfarshire's crew became famed throughout our islands and the girl herself honoured even to the time of her death, when the beautiful monument of her recumbent figure, with an arm clasped across her breast, was set up over her grave in the little churchyard near Bamborough, writes P.H.J. in the Manchester Guardian.

There is a quieter heroism of women that rarely creeps into the stories which loom large in our morning papers after some gallant rescue. Recently our own lifeboat was out from five in the evening until ten o'clock, and the village was a place of anxious waiting. The crew is made up from the village fishermen, most of them with wives and families dependent on them, many of them with a few grey hairs in beard and hair, all of them born and bred to the sea and aware of the risks on a coast with as deadly a record as any in these islands. When the rocket-signal goes up every heart in the village gives a leap, every task is set aside, and faces peer through the windows — women's faces. The men, wherever they are or whatever doing, drop the task and begin to run towards the lifeboat house, which is a little distance from the village; the tiny quay empties of blue-jerseyed figures that have been standing in the lee of the cottages, watching the storm, for, even on the worst day, the men find some "low" corner and watch the great rollers sweeping into the bay. Within a few minutes, often in what seems a miraculously short time, we hear the purring of the engine; the boat that seems so large in its house, but so small and lone in the great seas, drives past the village and all those watching eyes, and speeds away until it disappears from view.

**Waiting.**  
After that — waiting, and inquiries from any coastguard who may be passing. In time we learn where the endangered ship is; it may be three miles away

## WATER RETURN.

Most Reservoirs on  
Island Below Level.

The level and storage of water in the reservoirs on November 1, 1931, were as under:

City and Hill District.		1930	1931
Tytam	1930	1931	5' 1" B 11' 3" B
Tytam Byewash	14' 3" B	12' 2" B	
Tytam Intermediate	L	L	
Tytam Tuk	1' 6" B	2' 9" B	
Wong Nei Chung	10' 10" B	10' 4" B	
Pokfulam	11' 8" B	10' 1" B	
Aberdeen Upper	—	14' 5" B	
Aberdeen Lower	—	0' 2" B	
<i>Note: B. denotes "Below Overflow"; A. denotes "Above Overflow"; L. denotes "Level with Overflow."</i>			
Storage in millions and decimals of gallons.			
Tytam	1930	1931	28.2
Tytam	342.62	295.90	28.2
Tytam Byewash	6.29	7.98	
Tytam Intermediate	195.90	196.90	
Tytam Tuk	1,389.62	1,349.24	
Wong Nei Chung	17.71	18.18	
Pokfulam	40.78	44.12	
Aberdeen Upper	—	103.24	
Aberdeen Lower	—	79.34	
Total	1,983.72	2,009.88	

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of October, 1931.

1930	1931	
Consumption	363.05*	381.618
Estimated population	447,180	381,260
Consumption per head per day	20.2	32.3
*Includes 07.08 million gallons from Mainland.	53.05	
Consumption of water in the City, Hill and High Level Districts during the whole month of October, 1930 and 1931.	3,924	

## S.P.C.A.

Further List of  
Subscribers.

The Honorary Treasurer desires to acknowledge with thanks the receipt of the following donations:

Previously acknowledged ... \$3,874  
"Bess and Nigger" ..... 50  
\$ Includes 33.05 million gallons from Mainland.

Constant supply throughout the City, Hill and High Level Districts during the whole month of October, 1930 and 1931.

BRITAIN'S OFFER TO  
FOKKER.

War Memoirs Story of £2,000,000.

FACTORY "SMUGGLED" OUT OF  
GERMANY.

or twenty, and until the lifeboat returns there is only one topic and one concerted thought in the village. The women whose men are in that boat go quietly about their tasks, but their eyes constantly seek the sea; those old-fashioned pictures, so full of pathos, that artists used to paint of waiting women were painted in hours like this or while the memory of such hours was still warm in their hearts.

Sometimes the lonelier women cannot bear the waiting and seek a neighbour's house, and friends hearten them by kindly words — the weather is quietening; the seas are not as heavy as when the boat was out last time, any little thing will serve, but it is not until that unmistakable purring of the lifeboat's engine is heard returning that the strained look vanishes, and then the topic changes swiftly. Are the crew saved? Has the trip been in vain? The most bitter thing our village knows is when the lifeboat returns empty or brings back only the dead.

The more you live with them the more the quiet acceptance of the inevitability of risking their lives for others is borne upon your soul. That dropping of tasks and racing to be first at the lifeboat house catches some warm thread of imagination; they may be running to meet death, they are certainly running to play a game of chance with it. Now, and then you may see a woman running, too, carrying a warm garment for her man, who has not been in his house when the call came and had no time to return for any garment other than what he stands up in, and he may have been working "light." There may be hours of bitter cold and drenching seas.

If the call comes in the night many of the men may be at sea, as has happened, and then a scratch crew races for the boat and anxiety is higher; our own boat, in the past, has put to sea with farmers and labourers amongst her crew. But the cox and second cox are her brains; they know every rock and reef and dangerous current, and to watch them peering through the flying spray of blown water, giving a quiet order now and then to which the boat responds like an orchestra to a master conductor, is to feel a pride that such men are neighbours and friends.

**Award Offer "Sidetracked."**  
He is convinced that the £2,000,000 award by our authorities was offered, although it never reached him.

"As I was a neutral, selling planes to the Germans, as neutral Americans before 1917 sold munitions impartially to all purchasers, the British hoped that I would return to Holland and possibly build planes for them," he says. "But the offer never reached me. The German Secret Service, which kept me under minute surveillance, sidetracked it."

Fokker, who is now at the head of a huge American aircraft firm, gives many interesting glimpses of Germany at war. He deals at length with his invention of the synchronised machine-gun, which transformed the war in the air, and declares that the Germans were slow to perceive its value. At last he was told that the only certain test of the gun was to shoot an aeroplane down himself.

"The suggestion was made that I, a foreigner and a civilian, should go to the front, find a French or British flyer, and demonstrate by actually bringing down an enemy plane that my gun was practical. My protests were useless. I found myself bundled to the front."

But when he got up into the air he found that he had no stomach for killing. He refused to go on, but German ace went up and brought down an Allied plane, thus immediately demonstrating the efficiency of the gun.

## VELVET GLOVE AT ELLIS ISLAND

## Ex-Immigrant Chief.

Washington, Oct. 9.

Aliens going to Ellis Island need have no fear now. Their treatment is to be humanised, announces Mr. Edward Corsi, the new Commissioner of Immigration at Ellis Island.

Mr. Corsi probably has a closer sympathy with the aliens detained on Ellis Island than previous commissioners, for he himself was an immigrant at the tender age of three when his parents brought him from Italy to the United States — British United Press.

WATCHING HIS TOMB  
MADE.

"I Like to See It Is  
Done Well."

## SEPTUAGENARIAN'S HOBBY.

Bournemouth, Oct. 9.

Mr. Henry Thomas Baker, of Stafford Road, Bournemouth, who is 77 years old, spends many hours of his spare time watching his own grave and memorial being constructed in Bournemouth cemetery.

It is now nearly finished, and is an imposing structure of red and grey polished Peterhead granite, which has cost him about £1,500. Situated at the entrance to the cemetery, it towers above the war memorial just inside the gate. He designed the memorial himself, and is proud of the fact that it will be the best in the cemetery.

It is also alleged in this autobiography ("Flying Dutchman," Routledge, 12s. 6d.) that Fokker was offered £2,000,000 by the British authorities during the war if he would return to Holland from Germany and build aircraft for us. But the German Secret Service, he declares, saw to it that the offer never reached him.

Fokker was working in Germany during the war, but at the Armistice, when conditions there were chaotic, his position was difficult. The Allies had forbidden further aeroplane construction, and specifically ordered that all Fokker machines should be destroyed.

## Trainloads of Planes.

Then it was that his agile brain conceived the idea of smuggling his assets, in the shape of aeroplanes, motors, and materials into Holland.

## Director of Cemeteries.

Mr. Baker was in quite a cheerful mood when asked about his interest in his own monument. "When I have anything done," he said, "I like to see it is done well." The workmen were placing a 2½ ton slab of granite over the bricklined grave, and there was certainly no suggestion of morbidity in his manner as he watched the operation.

He stated he had been connected with cemeteries for many years. He opened the Wood Grange Park Cemetery, Romford, and is now chairman of directors of the company owning it. He also opened up the Hendon Park Cemetery, Hendon, and the Greenford Park Cemetery, near Ealing, and is a director of both the companies.

## WHOOPEE GIRLS.

Final Programme at  
the King's.

At the King's to-night, Nellie Farren and her Whoopie Girls will present their last programme in Hong Kong, and have arranged an exceptionally spectacular wind-up to the season. Among the numbers that have been arranged is something new to Hong Kong, with the ensemble dancing in the dark attired in snappy dresses trimmed with phosphorus, which creates a most unusual effect. Other numbers include a tricky skeleton dance and a mask ensemble.

The Olympic Trio, which has proved a feature of the shows, will also be seen in some spectacular numbers, including one of the best items in their repertoire, "The Black Tango," which is marked by dizzy aerial work.

The Company is to give its final performance at the King's on Saturday night.

**HOLLYWOOD HI-LIGHTS.**

Rex Storey and Rose Lee are universal favourites. They have become very popular in the East. This year finds them presenting new comedies and especially appealing is the work of Rose Lee in her original singing specialties.

As a comedian of exceptional merit, Rex Storey, holds his own and the clever comedy skits presented by this duo of comedies are filled with laughs and funny situations.

"John Peel Day" at Calbeck, the Cumberland fellside village which was the birthplace and home of the immortal hunter, was held on October 22. The Blencathra Foxhounds, the well-known Cumberland hill pack, met on the village green, and two hounds, trials and singeing competitions were included in the programme.

At the dinner road Herdwick mutton was served. Old-fashioned country dances and a few modern ones were also a feature of the evening programme.

**JOHN PEEL DAY.**

## Village Commemoration of Famous

Huntsman.

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**FORNIGHTLY PASSENGER AND FREIGHT SERVICE FOR  
BRINDISI, VENICE & TRIESTE**

 via Singapore, Colombo, Bombay, Aden, Suez & Port Said  
Taking Cargos on through Bills of Lading  
to Flume, Genoa, All Italian, Adriatic, Levant,  
Black Sea and Danube Ports

Passengers to LONDON (Overland).

**NEXT SAILINGS FROM HONG KONG**

	For Shanghai	For Singapore & Japan	For & Italy
S.S. CARIGNANO (cargo boat) .....	Nov. 22	Nov. 28	
S.S. GANGE (passenger boat) .....	Dec. 20		
S.S. VENEZIA-L (pass. & cargo boat) Nov. 16	Dec. 14	Jan. 17	
M.V. HILDA (cargo boat) .....	Dec. 15	Dec. 27	
S.S. CRACOVIA (passenger boat) ...			

 \* Outward voyage to Shanghai only.  
Particular attention is called to the a.s. Gange which will make the voyage Hong Kong-Italy in 24 days thus allowing London passengers to reach London in 25 days in time for the Christmas Holidays.

For Freight and Passages apply to:

Queen's Building, DODWELL &amp; CO., LTD., Agents.


 REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING  
FROM £79 TO £120 ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports &amp; Honolulu.

TAIYO MARU ..... Tuesday, 24th November.

ASAMA MARU ..... Wednesday, 9th December.

SEATTLE, VANCOUVER via Shanghai &amp; Japan Ports.

HIKAWA MARU ..... Tuesday, 15th December.

LONDON, MARSEILLES, ANTWERP &amp; ROTTERDAM via

Singapore, Penang, Colombo &amp; Suez.

KASHIMA MARU ..... Saturday, 14th November.

YASUKUNI MARU ..... Friday, 4th December.

SYDNEY &amp; MELBOURNE via Manil &amp; Ports.

KITANO MARU ..... Saturday, 21st November.

ATSUTA MARU ..... Saturday, 28th December.

BOMBAY via Singapore, Penang, &amp; Colombo.

TOTTORI MARU ..... Friday, 27th November.

NAGATO MARU ..... Monday, 30th November.

SOUTH AMERICA (West Coast) via Japan, Honolulu.

Los Angeles, Mexico and Panama.

GINYO MARU ..... Wednesday, 25th November.

NEW YORK, BOSTON via Panama.

TAKAOKA MARU ..... Thursday, 10th December.

LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa &amp; Marseilles.

DAKAR MARU ..... Sunday, 20th December.

CALCUTTA via Singapore, Penang &amp; Rangoon.

AKITA MARU ..... Sunday, 15th November.

RANGOON MARU ..... Sunday, 29th November.

SHANGHAI, KOBE &amp; YOKOHAMA.

SUWA MARU ..... Saturday, 14th November.

TOKIWA MARU ..... Tuesday, 17th November.

ATSUTA MARU (Nagasaki direct) ..... Friday, 20th November.

\* Cargo only.

For further information apply to— NIPPON YUSEN KAISHA.

Telephone 30291. (Private exchange to all departments)

**O. S. K.**

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via	Montevideo Maru	Fri.	4th Dec.
Saigon, Singapore, Colombo, Durban & Capetown.			
MOMBASA, ZANZIBAR, DAR-ES-SALAAM, BEIRA, LOURENCO MARQUES, DURBAN, PORT ELIZABETH & CAPE TOWN	Manila Maru	Sun.	29th Nov.
THENCE TO RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singapore & Colombo.			
BRISBANE, SYDNEY, MELBOURNE, AUCKLAND & WELLINGTON via Manila.	Sydney Maru	Sun.	6th Dec.
JAPAN PORTS (Frequent Services).	Hamburg Maru	Tues.	24th Nov.
LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Kwantsai Maru	Sat.	12th Dec.
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Shunko Maru	Wed.	18th Nov.
BORNEO via Singapore, Bornean Dell & Rangoon.			
CALCUTTA via Singapore, Bornean Dell & Colombo.	Menado Maru	Thurs.	26th Nov.
HAIPHONG via Hanoi.	Hozan Maru	Sun.	15th Nov.
KEELUNG via Swatow & Amoy (3 p.m. every Sunday).	Canton Maru	Sun.	22nd Nov.
TAKAO via Swatow & Amoy (Forthnightly).	Doll Maru	Thurs.	10th Nov.

 For further particulars please apply to—  
**OSAKA SHOSEN KAISHA.**

Telephone 28001.


**ARRIVALS OF SHIPS.**

Wednesday, November 11.

 Calchas, British str., 6,313 tons, Capt. J. Power, from Shanghai, buoy No. A2—B. & S.  
Cheongshing, British str., 1,266 tons, Captain D. G. Burleigh, from Wei-hai-wei, buoy No. B1—J. M. & Co.

 Felix Roussel, French str., 9,179 tons, Capt. Clarice, from Salmon, Kowloon Wharf—M. M. & Co.  
Glenbeg, British str., 5,845 tons, Capt. L. Newing, from Singapore, Kowloon Wharf—J. M. & Co.

Haiching, British str., 1,284 tons, Capt. W. B. Paley, from Swatow, Douglas Wharf—Douglas &amp; Co.

Hydrangea, British str., 561 tons, Capt. P. W. Grierson, from Swatow, Chiu On Wharf—Chiu On &amp; Co.

Kiatangata, British str., 1,202 tons, Capt. J. Thomae, from Whampoa, Yaumati Anchorage—Williamson &amp; Co.

 Kulan, British str., 1,556 tons, Capt. C. P. Miller, from Bangkok and Swatow, buoy No. B15—B. & S.  
Kwangtung, British str., 1,572 tons, Captain J. H. Hodgkiss, from Amoy, buoy No. B3—B. & S.

 Sungshan Maru, Japanese str., 1,503 tons, Capt. M. Yamamoto, from Canton, Yaumati Anchorage—N.Y.K.  
Tai Poo Sek, French str., 1,219 tons, Capt. M. Paul, from K. C. Wan, C.M.S.N. Wharf—Woh Hop & Co.

 Tjinegara, Dutch str., 5,782 tons, Capt. P. Weide, from Batavia, buoy No. A3—J.C.J.L.  
Tsinan, British str., 2,100 tons, Capt. W. Shiu, from Canton, buoy No. B20—B. & S.

**CLEARANCES.**

 Wednesday, November 11.  
Albert Sarraut, for Saigon.  
Ardent, for Bangkok.  
Calchas, for Singapore.  
Felix Roussel, for Shanghai.  
Gange, for Shanghai.  
Hansang, for Swatow.  
Kueichow, for Canton.  
Kwangtung, for Canton.  
Mio Maru, for Quang Yen.  
Sinking, for Swatow.  
Sungshan Maru, for Swatow.  
Tatsuta Maru, for Shanghai.  
Tsinan, for Amoy.

**FREIGHTS IN DOLLARS.**

The trans-Pacific shipping lines, which have so far accepted payment for freights in Australian currency, plus 30 per cent. exchange charge, are now insisting on payment being made at the destination in dollars.

**HONG KONG TIDES.**

The time used is Standard, or mean time of the meridian of 120 deg. E.; 00h. is midnight, 12hr. is noon. The heights are referred to the datum of the largest scale Admiralty chart of the place and should be added to the depths given on the chart unless preceded by an asterisk (\*), when they should be subtracted from the depths.

November 12 to 18, 1931.

DATE	HIGH-WATER		LOW-WATER	
	Standard Times	Re.	Standard Times	Re.
Nov. 12	11. 4	6.4	04. 48	1.1
	23. 19	7.5	10. 44	2.8
Nov. 13	1. 5	5.3	05. 41	1.1
	22. 58	6.4	16. 09	4.4
Nov. 14	14. 08	4.8	04. 48	1.5
	23. 43	5.9	16. 58	4.6
Nov. 15	—	—	07. 44	1.7
Nov. 16	00. 28	7.8	08. 55	1.0
Nov. 17	01. 10	7.3	09. 54	1.2
Nov. 18	02. 01	6.7	10. 48	2.5
	19. 12	5.7	22. 17	6.3

**PASSENGER LIST.**
**DEPARTURES.**
**WARSHIPS IN PORT.**

The following British warships were in harbour to-day:

 Borwick—No. 3 buoy.  
Bruce—No. 1 buoy.  
Hermes—Kowloon dock.  
Kent—No. 6 buoy.  
Marazion—No. 24 buoy.  
Medway—No. 2 buoy.  
Odin—No. 12 buoy.  
Olympus—In dock.  
Orpheus—No. 22 buoy.  
Oasis—No. 13 buoy.  
Oswald—No. 7 buoy.  
Otus—No. 19 buoy.  
Pandora—No. 20 buoy.  
Parthian—No. 11 buoy.  
Perseus—In dock.  
Phoenix—No. 5 buoy.  
Proteus—No. 25 buoy.  
Sepoy—Cosmopolitan dock.  
Seraph—North arm.  
Sirdar—West wall.  
Somime—Cosmopolitan dock.  
Sterling—East wall.  
Stormcloud—In dock.  
Tamar—Basin.  
Tarantul—No. 26 buoy.  
Thracian—No. 8 buoy.  
Foreign Man-of-War.  
Cronone—French despatch.

**CONSIGNEES' NOTICES.**

 Consignees of cargo ex a.s. Ionic Star are reminded to take delivery of their goods which will be subject to rent after November 13.  
Consignees of cargo ex a.s. Benlomond are reminded to take delivery of their goods which will be subject to rent after November 16.  
Consignees of cargo ex a.s. Gange are reminded to take delivery of their goods which will be subject to rent after November 16.  
Consignees of cargo ex a.s. Benlomond are reminded to take delivery of their goods which will be subject to rent after November 19.

**POST OFFICE NOTICE.**
**NEW YEAR PARCEL MAIL FOR GREAT BRITAIN.**

The New Year Parcel Mail for Great Britain will be closed in the General Post Office at 5 p.m. on November 20 per a.s. Kashgar. This mail is due in London on December 27.

**CHRISTMAS LETTER MAIL FOR GREAT BRITAIN VIA SUEZ.**

The Christmas Letter Mail for Great Britain via Suez will be closed in the General Post Office on November 21 per a.s. Kashgar as follows:

 Registered Mail ..... 9.45 a.m., 21st November.  
Ordinary Mail ..... 10.30 a.m., 21st November.  
This mail is due in London on December 21.

**INWARD MAIIS.**

 THURSDAY, NOVEMBER 12.  
Shanghai and Swatow—Szechuan  
Shanghai and Europe via Siberia (London, Oct. 22) ..... Iyo Maru

Europe via Nagapatan (Letters only, London, Oct. 15, and Parcels, Oct. 8) ..... Somali

 FRIDAY, NOVEMBER 13.  
Canada, U.S.A., Japan and Shanghai (Vancouver, B.C., Oct. 24) ..... Empress of Asia  
Japan, Shanghai and Europe via Siberia (London, Oct. 26) ..... Kashima Maru

 SATURDAY, NOVEMBER 14.  
Java and Manila ..... Tjilatjap  
Shanghai and Swatow ..... Soochow  
Japan ..... Taima

**OUTWARD MAIIS.**

 THURSDAY, NOVEMBER 12.  
Swatow ..... Hydrangea ..... 3 p.m.  
Samshui and Wuchow ..... Kong Ning ..... 4 p.m.  
Tjinegara ..... 4.30 p.m.

 FRIDAY, NOVEMBER 13.  
Holhew and Haiphong ..... Heikton ..... 4.30 p.m.  
Swatow, Amoy and Foochow ..... Menado Maru ..... 8.30 a.m.  
Shanghai, Japan and \*Europe via Siberia ..... Hai Ching ..... 1 p.m.

 Manila ..... Khiva ..... 1.30 p.m.  
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles

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QUEENSLAND PORTS, AND RED SEA, EGYPT,  
CONSTANTINOPLE, GREECE, LEVANTINE  
PORTS, EUROPE, &c.

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S.S.	Tons	From Hong Kong About	Destination.
*KASHGAR	9,000	21st Nov.	Marseilles, London, Rotterdam, Antwerp & Hull.
*KIDDERPORE	5,300	1st Dec.	Straits, Colombo & Bombay.
KALPUTANA	17,000	5th Dec.	Marseilles & London.
*CORFU	15,000	10th Dec.	Marseilles & London.
*SOMALI	6,800	26th Dec.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
RAWALPINDI	17,000	2nd Jan.	Bombay, Marseilles & London.
KARMALA	9,000	10th Jan.	M'seilles, L'don, R'dam & A'werp.
CHITRAL	15,000	30th Jan.	Bombay, Marseilles & London.
*KASHMIR	9,000	13th Feb.	M'seilles, L'don, R'dam & A'werp.
NALDEERA	16,000	27th Feb.	Bombay, Marseilles & London.
*SUDAN	6,800	5th Mar.	Marseilles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.
CARTHAGE	15,000	19th Mar.	Marseilles & London.
RAJPUTANA	17,000	26th Mar.	Marseilles & London.
CORFU	15,000	9th Apr.	Marseilles & London.
RAWALPINDI	17,000	23rd Apr.	Bombay, Marseilles & London.
RANIPURA	17,000	7th May	Bombay, Marseilles & London.
CHITAL	15,000	21st May	Bombay, Marseilles & London.

\*Cargo only. +Calls Casablanca. +Calls Djibouti.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS.

*TALMA	10,000	16th Nov.	Singapore, Penang & Calcutta.
TAKADA	7,000	3rd Dec.	
SIRDHANA	8,000	29th Nov.	
TILAWA	10,000	10th Dec.	

+Calls Port Swettenham.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

## EASTERN & AUSTRALIAN SAILINGS (South).

TANDA	7,000	2nd Dec.	Manila, Rangoon, Brisbane, Sydney & Melbourne.
NANKIN	7,000	2nd Jan.	
NELLORE	7,000	30th Jan.	

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

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The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of steamers to London via Suez.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

## SAILINGS TO SHANGHAI & JAPAN.

*KHIVA	9,000	12th Nov.	Shanghai, Moji, Kobe & Osaka
*SOMALI	6,800	14th Nov.	
SIRDHANA	8,000	20th Nov.	
CORFU	15,000	20th Nov.	
*KHIBER	9,000	28th Nov.	
TILAWA	10,000	4th Dec.	
RAWALPINDI	17,000	10th Dec.	
NANKIN	7,000	7th Dec.	
SANTHIA	8,000	18th Dec.	
KALPUTANA	9,000	28th Dec.	
CHITAL	15,000	1st Jan.	
TALMA	10,000	3rd Jan.	
NELLORE	7,000	4th Jan.	
*KALYAN	9,000	9th Jan.	
TAKADA	7,000	15th Jan.	
KASHMIR	9,000	15th Jan.	
*SUDAN	6,800	26th Jan.	
NALDEERA	10,000	29th Jan.	
TANDA	7,000	5th Feb.	
CARTHAGE	15,000	12th Feb.	
RAJPUTANA	17,000	22th Feb.	

\*Cargo only.

All dates are approximate and subject to alteration without notice.

All Cabins are fitted with Electric Fans or Punka Louvre System.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 5 cu. ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbook, etc., apply to—

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## A ROCKET SHIP.

### Without Propeller or Rudder.

A boat faster than any hitherto built without a screw propeller, paddle, or wheel, or any kind of rudder, more economical to run than any other because of greater engine efficiency. Such is the expectation of an inventor whom I visited recently in his workshop at the back of a garage in Holland Park Avenue, Kensington, London, writes Comdr. H. M. Daniel in the Daily Mail.

Ordinarily I should have been prone to dismiss the tale of such a remarkable craft as a dreamer's fantasy; but the stumpy, bearded figure before me was Captain B. Chernikeoff, a Russian, already world famous as the inventor of what is probably the best ship's log ever produced.

He was in deadly earnest, and showed me the model engine on which he is experimenting, and with which I hope to do a trial trip in a 23ft. boat before long. Captain Chernikeoff is confident that his principle will ultimately be applicable to every sort of boat, from a dinghy to an ocean liner, with advantages in fuel consumption.

#### "Ploughing Virgin Soil."

He took ten years to perfect his log, and he has already spent two years on his novel engine. The results of his work have encouraged him. I found mechanics stiffening the engine against vibration, which has proved excessive in a preliminary trial and there is still much research to be done.

Captain Chernikeoff has little to guide him, for he is ploughing virgin soil. His propulsive apparatus might be described as a submarine rocket, driving the boat ahead by the ejection of gas through the stern. To reverse the boat the gas is emitted forward. To alter course the gas is deflected thus changing direction without any friction such as is caused by the use of a rudder.

The gas on which the action of the "rocket" depends is provided by exploding a succession of patrol vapour charges from a chamber into which they have been pumped by any suitable standard engine. The explosive mixture may be ignited by a sparking plug or on the Diesel principle, using the temperature of high compression to achieve spontaneous combustion.

## CONSIGNEES

### BLUE STAR LINE.

#### NOTICE TO CONSIGNEES.

Steamer,

#### "IONIC STAR"

From ANTWERP, ROTTERDAM, BREMEN, HAMBURG, NEWPORT, STRAITS & PORTS.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will not be landed here, unless notice has been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th instant at 10 a.m. by our surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.  
Agents.

Hong Kong, 7th November, 1931.

#### NOTICE TO CONSIGNEES.

### THE BEN LINE STEAMERS, LIMITED.

From LONDON & STRAITS.

The Steamship,

#### "BENALMOND"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant will be subject to rent.

All claims against the steamship must be presented to the undersigned on or before the 30th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th instant, at 10 a.m. by our surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.  
Agents.

Hong Kong, 9th November, 1931.

## CONSIGNEES.

### LLOYD TRIESTINO NAV. CO.

#### NOTICE TO CONSIGNEES.

Steamer

#### "GANGE"

From TRIESTE, VENICE, BRINDISI,

PORT SAID, ADEN, BOMBAY,

COLOMBO & SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All claims against the vessel must be presented to the undersigned on or before the 25th inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst. at 10 a.m. by our surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.  
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Hong Kong, 10th November, 1931.

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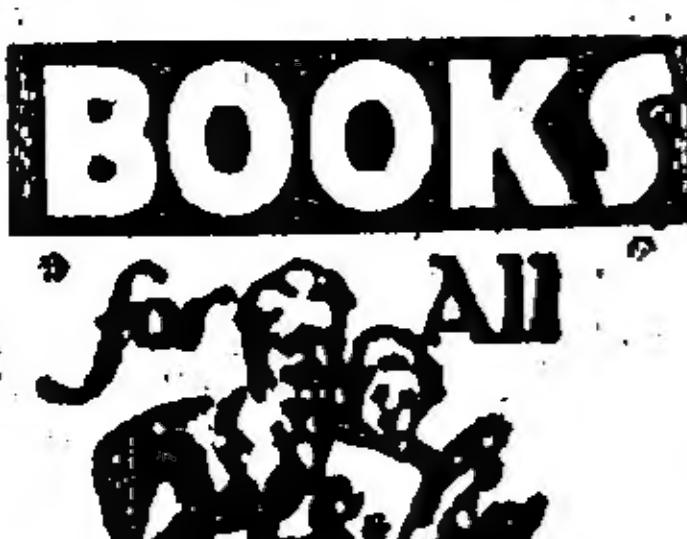
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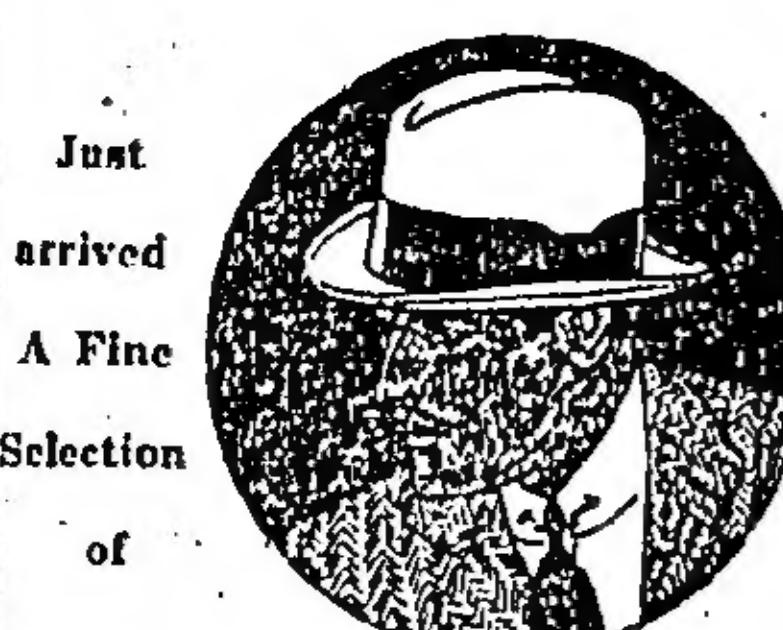
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William Larke, Director of the  
National Federation of Iron and  
Steel Manufacturers, at a luncheon  
of the Engineering Section of the  
Incorporated Society of British  
Advertisers at the Holborn Restaurant  
recently.Sir William Larke said that in  
Britain 28 per cent. of the population  
were directly employed in industry,  
apart from agriculture, as  
compared with 20 per cent. in  
Belgium and Germany, 17 per  
cent. in the United States, and 15  
per cent. in France. Since the  
war an impression seemed to have  
persisted that industry could support  
any burden that could be  
placed upon it, and we had almost  
killed the goose that laid the golden eggs.Departure from the gold standard  
had given an artificial  
stimulus to our exports and limited  
imports, but it was in no way an  
alternative to the adoption of a  
tariff policy. Tariffs were es-  
sential to restore the balance of  
trade, though tariffs might not be  
the only method.

Currency Standard.

As regards the international  
situation, Britain should take the  
lead in calling an international  
conference for establishing a stan-  
dard of currency for international  
trade which might be independent  
of fluctuation due to the state of  
the trade balances between coun-  
try and country. A world drifting  
towards bankruptcy in the midst  
of plenty was not a hopeless pro-  
position. The only bankruptcy  
was at present of brains and cour-  
age.The world was not suffering  
from over-production, but from  
under-consumption because of mis-  
management of the distribution of  
its goods in the proper markets.  
He appealed to industrialists to  
view their commercial and indus-  
trial interests from a national  
point of view and combine their  
means and resources to produce  
an irresistible selling force in all  
the markets of the world. Es-  
pecially he urged that attention  
be paid to our Imperial markets,  
which presented a great and rich  
field.

## VULCAN FOUNDRY.

Like most other industries, the  
locomotive building business is  
passing through a period of dep-  
ression, the severity of which  
may be gauged by the experience  
of the Vulcan Foundry, the 67-  
year-old locomotive manufacturing  
concern. World-wide financial  
chaos, the board say, coupled with  
shrinking railway traffic, and un-  
certainty as to future types of con-  
struction, have produced a virtual  
cessation in the demand by rail-  
ways.On demand ..... 1/5  
Bank, on demand ..... 1/5 1/16  
Bank, 4 months' sight 1/5 3/16  
Credits, 4 months'  
sight ..... 1/6 1/4  
Documentary, 4  
months' sight ..... 1/6 1/4  
On Paris ..... 675  
On demand ..... 675  
Credits, 4 months'  
sight ..... 745  
On Berlin ..... 675  
On demand ..... Nom  
On New York ..... 26 1/4  
Credits, 60 days' sight 28 1/2  
On Bombay ..... 93 1/4  
Wire ..... 93 1/4  
On Calcutta ..... 93 1/2  
Wire ..... 93 1/2  
On demand ..... 93 1/2  
On Singapore ..... 60 1/2  
On demand ..... 53 1/2  
On Manila ..... 53 1/2  
On demand ..... 74 1/2  
Dollar ..... 13 1/2 dis.On Yokohama ..... 54 1/4  
Sovereigns (Bank's  
buying rate) ..... 1/6 1/4  
Silver (per oz.) ..... 20 1/2  
Bar Silver in Hong  
Kong ..... Nom.Copper Cash ..... Nom.  
Copper Cents ..... 3% prem.Rate of Native In-  
terest ..... 3 1/2% p.a.

Chinese Sub. Coin ..... 25 1/2% dis.

Hong Kong Sub. Coin Par.

LONDON EXCHANGES

Rugby, Yesterday.

Paris ..... 96 1/2

New York ..... 3.79 1/2

Montreal ..... 4.20 1/2

Brussels ..... 27 3/16

Geneva ..... 19 7/16

Amsterdam ..... 9 7/16

Milan ..... 73 1/2

Berlin ..... 16 1/16

Stockholm ..... 17 13/16

Copenhagen ..... 17 1/4

Oslo ..... 17 1/2

Vienna ..... 28

Prague ..... 128

Helsingfors ..... 191 1/2

Madrid ..... 48 1/2

Lisbon ..... 105 1/4

Athens ..... 315

Bucharest ..... 682 1/2

Rio ..... 8 15/16

Buenos Aires ..... 39

Montevideo ..... 28

Bombay ..... 1/6 1/4

Hong Kong ..... 1/10

Yokohama ..... 2/7 1/4

Silver Spot ..... 23 1/2

Silver Forward ..... 20 1/2

British Wireless Services

ways. Net profits for the year  
to June 30 have fallen from  
£69,338 to £21,086, though this  
latter figure is supplemented by  
transferring the balance of the  
investment depreciation reserve of  
£6,635.After providing \$10,453 for in-  
come-tax balance, the board are  
able to declare a 4 p.c. dividend  
on the Ordinary capital (against  
7 1/2 previously) by reducing the  
forward balance from £106,355 to  
£84,280. As against a book value of  
£364,495, the market value of the  
investments at June 30 was  
£257,865. It has since fallen to  
£233,605, but it is stated that from  
the nature of the securities there  
is reason to anticipate a recovery  
in due course.

## IMPERIAL CHEMICAL DIVIDEND.

That the interim dividend of  
1 1/4 p.c. actual declared by Im-  
perial Chemical Industries for the  
current calendar year is only half  
the rate of the corresponding dis-  
tribution is less important than  
the fact of the payments, for it  
was feared in some quarters that  
the dividend would be passed al-  
together.More important still is the indica-  
tion that the necessary money  
has been earned. There has been  
no haste about the declaration, so  
that the review of net income for  
the first six months of the year has  
been thorough.As some scepticism about the  
dividend survived until the last  
moment, the knowledge of the de-  
claration stiffened the quotation of  
the shares in the street but the  
market refrained from discounting  
the potential advantages which  
Imperial Chemical Industries  
should derive from the fall in  
sterling or a tariff favourable to  
home producers of fertilisers.

## EXCHANGES.

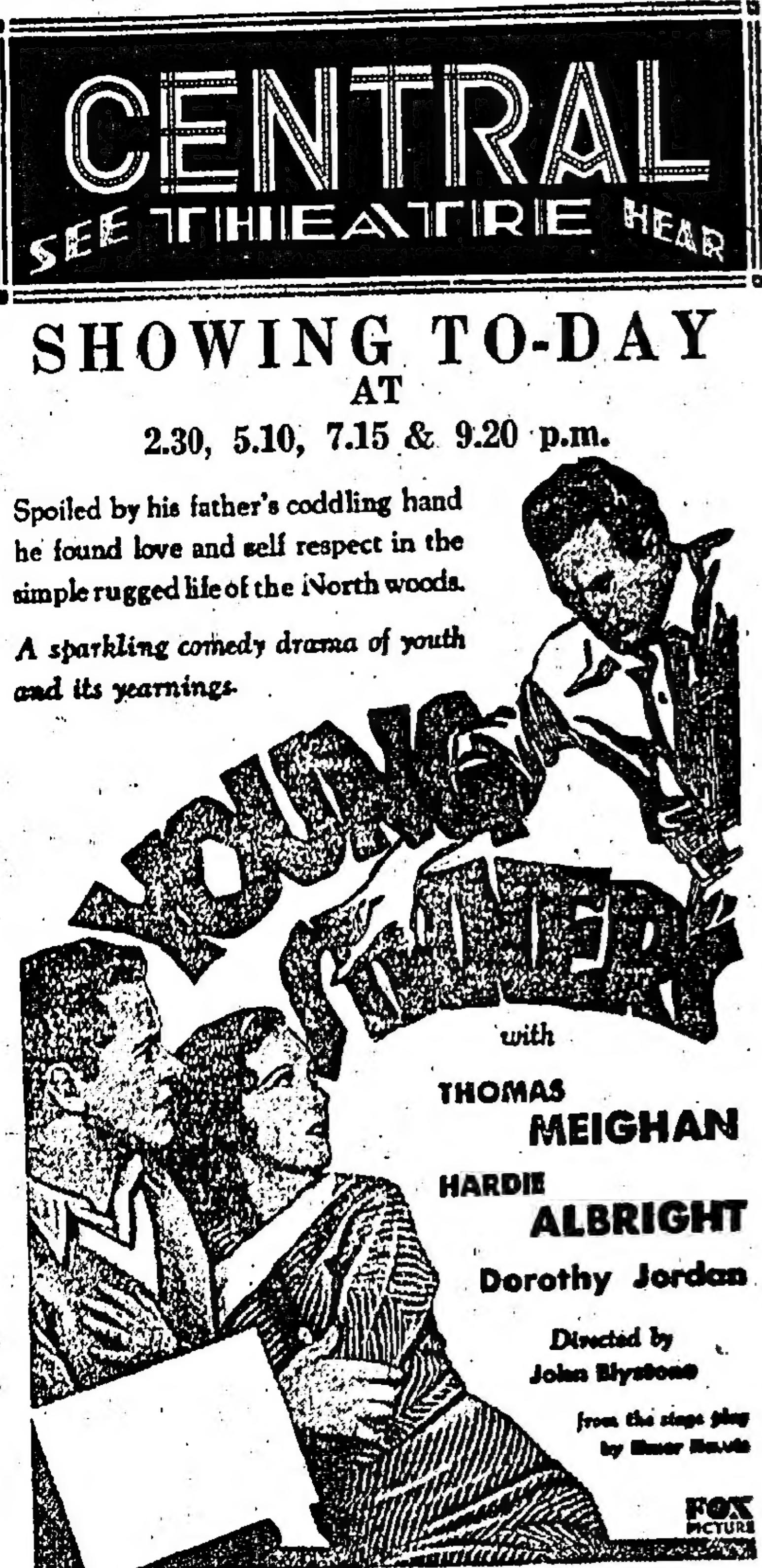
TO-DAY'S QUOTATIONS.  
On LondonBank, wire ..... 1/5  
Bank, on demand ..... 1/5 1/16  
Bank, 4 months' sight 1/5 3/16  
Credits, 4 months'  
sight ..... 1/6 1/4  
Documentary, 4  
months' sight ..... 1/6 1/4

On Paris ..... 675

On demand ..... 675

Credits, 4 months'  
sight ..... 745

THE CARAVAN  
JUST RECEIVED  
NEW CONSIGNMENT  
OF  
FETTE PEKING RUGS  
NOW ON VIEW AT  
ARCADE  
PENINSULA HOTEL,  
KOWLOON.



Queen of Chinese Screenland  
with  
Shaw Pei Chen  
Directed by S. C. Chung  
Recorded by Pathé Orient Co.,  
Produced by Mass Co., Shanghai.

COMING VERY SHORTLY  
ANN HARDING  
IN  
“HOLIDAY”  
The Greatest Picture of the Year!  
A RYO-PATHE Super Special.

# The China Mail.

ESTABLISHED 1845.

HONG KONG, THURSDAY, NOVEMBER 12, 1931.

## FIRST DIVISION IN THE HOUSE. COMPLETE GOVERNMENT VICTORY.

London, Yesterday. In the House of Commons the first division challenged by extreme Labourites, who objected to devotion of the whole time of Parliament to Government business till Christmas, resulted in an overwhelming Government victory by 378 votes to 9. Official Labourites did not vote.—Reuter.

## SPECULATION AND THRILLS AT GENEVA.

(Continued from Page 1.)

bitrate. Conform to the behests of the League of Nations of which you are both members. Fulfil your obligations to the Kellogg Pact to renounce war." That I believe is the voice of public opinion throughout the civilised world." Labourite Uneasiness.

Labourite uneasiness lest the League should lose caste over the Manchurian dispute was voiced by Mr. Herbert Morrison in a speech insisting that the "danger is the real powers of darkness never sleep," and asserting that though the League had made friendly efforts to terminate the Sino-Japanese hostilities, yet certain powerful British newspapers had condemned the League's action. He asked the British Government to dissociate itself from those views and hoped Government would in no way discourage Geneva's work for the prevention of war.

Liberal Denounces Warlike Policy. "The most serious situation in Manchuria" was interposed in the course of the debate on the Address by the Liberal, Mr. Mander, who denounced a war-like policy and pleaded that the Kellogg Pact should be upheld. He hoped that if the League's moral force were insufficient to "get Japan to adopt a proper attitude," they should adopt a boycott in respect of her and bring economic pressure to bear on her.

"That's war," chorussed the Conservatives.

### First Duty of League.

Ministerial utterance in favour of the League and moderation came from Mr. Ormsby Gore in a speech at Croydon to-day. He said the first duty of the League as regards Manchuria was to do everything to stop bloodshed. The next to get the dispute settled without recourse to force.—Reuter.

## EMPIRE FESTIVAL OF REMEMBRANCE.

### KING AND QUEEN PRESENT.

Rugby, Yesterday. To-night the King and Queen attended the Empire Festival of Remembrance at the Royal Albert Hall organised by the British Legion. The Prince of Wales was also present.

In spite of a cold wind and intermittent rain there were crowds all afternoon in Whitehall and round Westminster Abbey, and till a late hour a file of mourners passed by the Cenotaph and the grave of the Unknown Warter bringing tributes of flowers.—British Wireless Service.

## LOCAL SHARE MARKET.

### No Important Change To-day.

### AWAITING DEVELOPMENTS.

The official summary issued by the Stock Exchange to-day states:

There is no change of importance to report this morning. Operators appear to be waiting for further developments in exchange.

Banks, after being put through at \$1,495 and \$1,500, closed with buyers at \$1,475.

Indo-Chinas (Deferred) advanced to \$48 buyers.

Kailan Minings were to be obtained at 30/-.

Providents (old) were in demand at \$5, with sellers asking \$6.20. The new shares were wanted at \$2.30.

Hotels were in the market at \$14 1/4.

H.K. Lands were in request at \$79 1/2.

Chinese Estates were in demand at \$55.

Ewos were reported sales at Tls. 15.30.

Trams could have been had at \$20.70.

China Lights, after being done at \$26.35, closed in request at \$26.

Electrics were wanted at \$75. Cements (combined) were put through at \$18 1/2, closing in demand at \$18 1/2, with sellers asking \$19.

Dairy Farms were done at \$28, closing in demand at \$28 1/4.

Watsons were sellers at \$16.

Sinceres were to be obtained at \$16.

Government Loan was in demand at \$2 per cent. premium.

### RAIN.

The Royal Observatory's report issued this morning says:

The typhoon filled up last evening to the N.E. of Hong Kong.

The anti-cyclone is centred over the Sea of Japan, and is moving Eastward.

Forecast:—N.W. or variable winds, moderate; fair at first, rain later.

### Rainfall.

Rainfall for 24 hours ended at 10 a.m. to-day 0.43 inch. Total since January 1—75.81 inches against an average of 81.15 inches—deficit 5.34 inches.

### Temperature.

The temperature at certain specified centres this morning at 8 o'clock was:

Hong Kong	69
Macao	68
Fratras Island	78
Foochow	71
Amoy	74
Chefoo	44
Shanghai	68
Manila	74

A fine of \$10 was inflicted.

## AN INSIGNIFICANT PLOT. LATE SPANISH DICTATOR'S SON ARRESTED.

Madrid, Yesterday. Jose Antonio Primo Rivera, son of the late Dictator, has been arrested following the discovery of what the police believe to be a Royalist plot.

Other arrested persons include Major Francisco Rosales, and a prominent Catholic dignitary.

Several prominent Army officers are expected to be arrested shortly. Members of the Government refuse to take a serious view of the plot declaring a Monarchist revolution is impossible at the present time.

The affair is likely to prove of the very slightest importance.—Reuter.

## AN ABUSIVE CHAIR COOLIE.

Mr. Williams this morning fined a chair coolie \$5 for demanding from Mr. N. G. Nata, more than the legal fare. It was stated that complainant engaged the chair from the bottom of Wyndham Street to the top, and at the end of the journey tendered twenty cents. Defendant demanded cumshaw, and when refused used most obscene language.

## HOUSE BURGLARS SENTENCED.

In the Central Police Court this morning, Mr. Williams passed sentence of eight months' hard labour on a Chinese who pleaded guilty to two charges of burglary, at 77 Wing Lok Street and 14, Lyndhurst Terrace, on October 24 and 28, respectively. Two other Chinese, also connected in the thefts, were sentenced to four months' hard labour each. Det-Sergeant Fitches, who prosecuted, remarked that all three defendants were well-known to the Police here. They gained admittance to the premises by climbing on to one another's backs, and then inserting a hand to open a bar. The properties were recovered from thirteen pawnshops in all. His Worship, in addition to the sentence passed on defendants, ordered them to be kept under Police surveillance for a year.

## BAD TEA.

Chung Ping-kwong, of 1, Wu Nam Street, Aberdeen, a grocery store, was summoned before Mr. Grantham this morning for selling tea which was unfit for human consumption. Defendant said the tea was not their property and had been entrusted to them by another man. He admitted possession and the fact that it was being sold.

Mr. E. R. Dovey, Government Analyst, stated that a sample of the tea leaves that he examined were mouldy, infested with insects, and largely composed of exhausted leaves. In reply to Mr. Grantham, witness said the tea was not poisonous, and could not hurt.

A fine of \$10 was inflicted.

## A CABINET MEETING.

Rugby, Yesterday. A meeting of the Cabinet was held to-day after Ministers had attended the ceremony at the Cenotaph.—British Wireless Service.

## DENTALINE

(Concentrated Antiseptic)

Is more than a mouth-wash — it actually

KILLS GERMS

Dentaline is an Antiseptic Germicide and Astringent. Properly diluted it is delightful to taste and refreshing to use.

THE PHARMACY

Admiral Building. Tel. 20345. Queen's Road

## ANNOUNCEMENTS

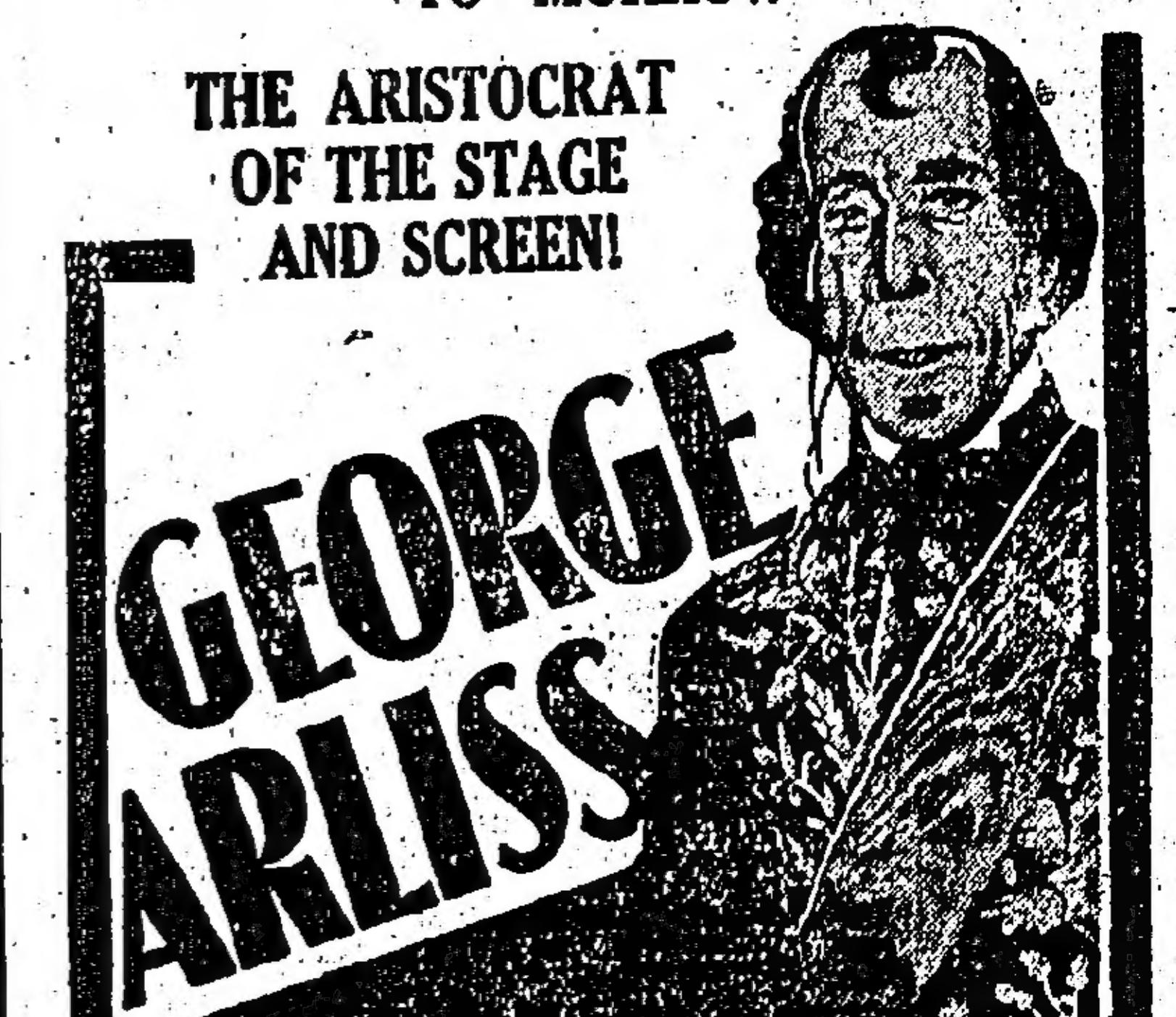
### FINAL SHOWINGS TO-DAY

At 2.30, 5.10, 7.15 & 9.20.



## TO-MORROW

### THE ARISTOCRAT OF THE STAGE AND SCREEN!



## IN 'DISRAELI'

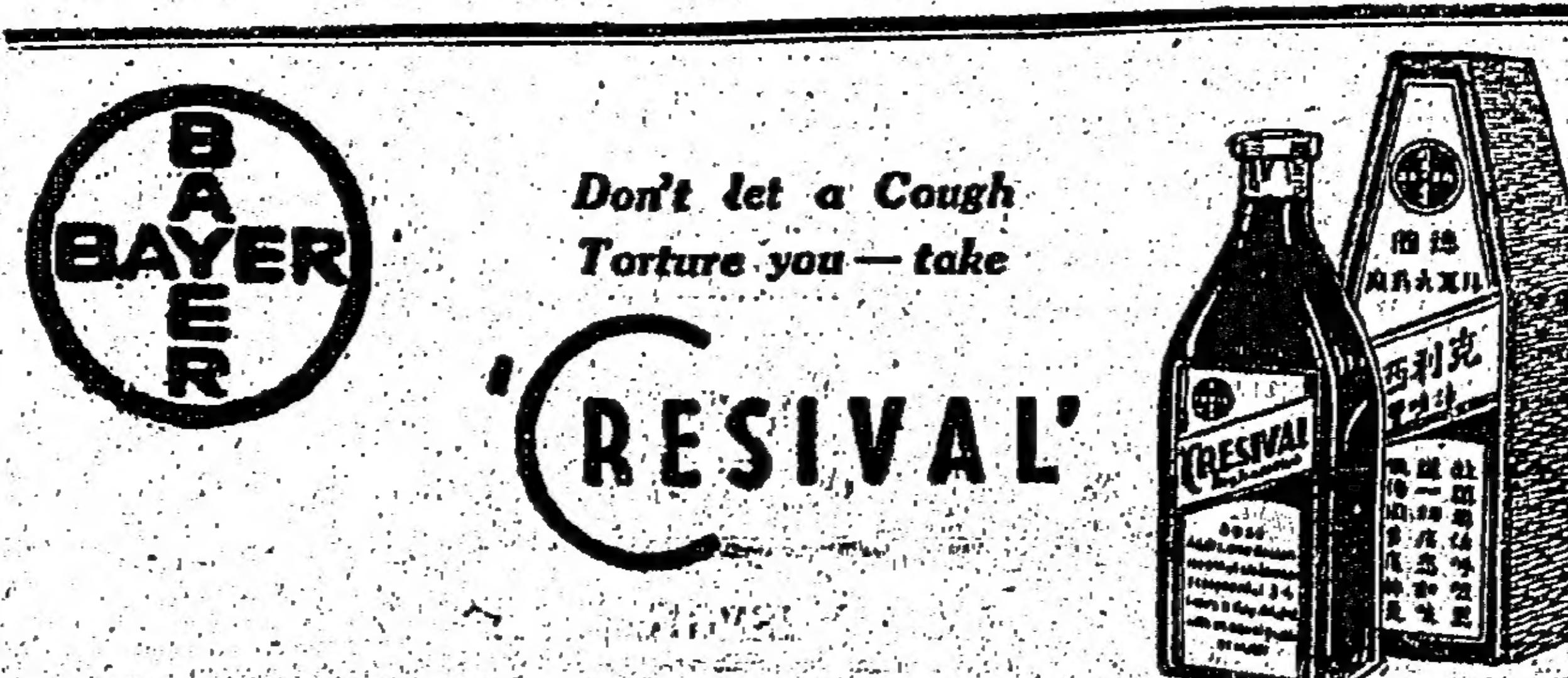
AT THE STAR TO-DAY TO SATURDAY  
AT 2.30, 5.20, 7.20 & 9.20.

### A FAST STEPPING DANCE ING-TALKING-SINGING SPECTACLE WITH THE DYNAMIC FAVORITE OF GAY BROADWAY

### AT THIS MERRIEST HARRY Richman

### WITH JOHN BENNETT

### JAMES GLEASON-ALICE PRINGLE-LILIAN TASHMAN MUSIC BY IRVING BERLIN LYRICS BY EDWARD SLOANE



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